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AUGUST VICTOR  
RECORDS  
HAVE ARRIVED AT  
MOUTRIE'S.

# The China Mail.

September 14 1921 Temperature 73

ESTABLISHED 1845  
Barometer 29.57 Rainfall 0.00 inch.

Humidity 74

September 14, 1920, Temperature 77.

COPY

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THE  
ARROW  
STOP  
AT  
JULIANN'S.

No. 18,363. 三拜禮 號四十九月九年一十二百九千一英 HONGKONG, WEDNESDAY, SEPTEMBER 14, 1921. 日三十月八年十國民華中 PRICE \$3.00 Per Month.

## BUSINESS NOTICES

### ARRIVED



VICTOR RECORDS FOR AUGUST.

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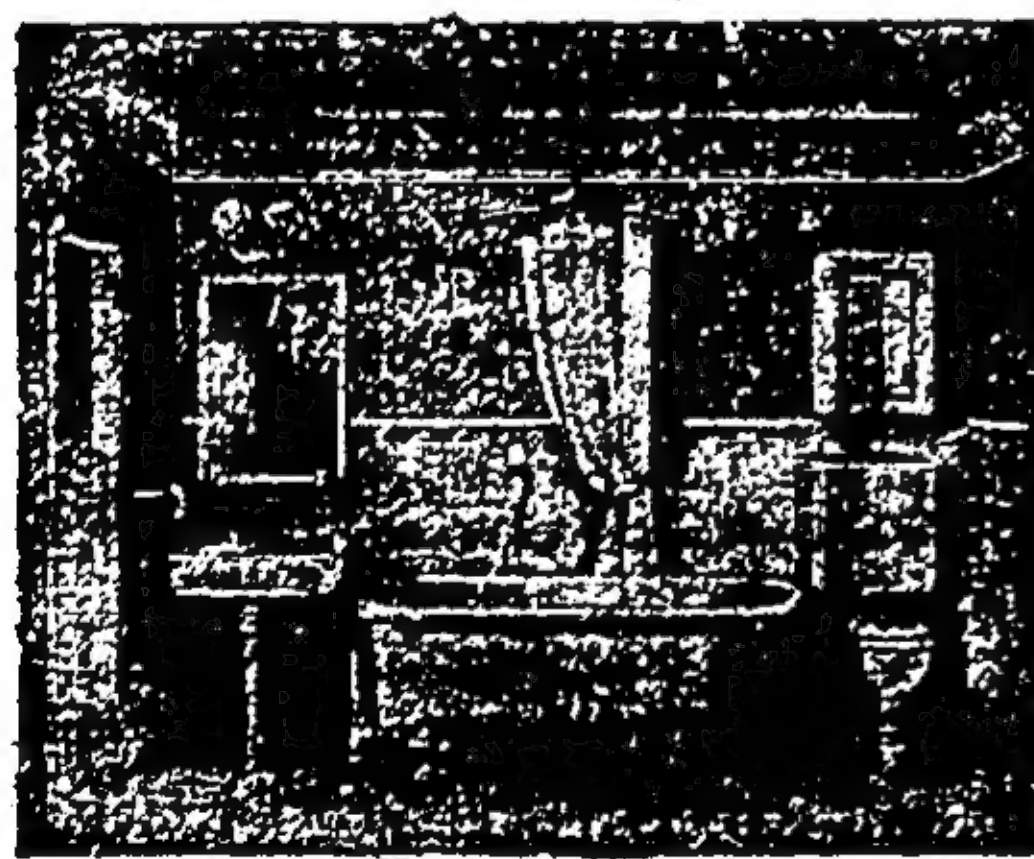
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## TO-DAY'S CABLES.

(Reuter's Service to the China Mail)

### LEAGUE OF NATIONS EXPENSES

BRITISH IMPERIAL REPRESENTATIVES PREACH ECONOMY.

MR. WELLINGTON KOO REPLIES TO CRITICISM.

GENEVA, September 13.

Britain's imperial representatives were active in preaching economy during the discussions of the Assembly on work of the League.

Sir William Meyer, leader of the Indian delegation, insisted on a reduction in the budget for the secretariat.

Sir James Allen (New Zealand) went further, demanding a reduction in the League staff. He also complained of nepotism, declaring that one high official had half a dozen cousins and relations working for him.

Captain Bruce (Australia) while declaring Australia's enthusiasm and faith in the League, urged a reduction in the League's expenditure.

Mr. Doherty (Canada) thought that the League was scattering its efforts on too many subjects and should concentrate on the most important and thus save expenditure. He said that already overburdened communities deprecated converting the League into a sort of charitable institution.

Mr. Wellington Koo, replying to the debate, refuted the criticisms of the Secretariat, declaring that the organisation was still in its infancy and open to improvement. He defended the permanent committee on armaments which was doing good work.

### KINGS HOPE FOR PEACE

PROMISE OF A NEW ERA IN IRELAND.

LONDON, September 13.

Replying to a loyal address from the Convocation of York, the King says that a stable peace is the goal towards which we must unceasingly labour. He is confident that his ministers at Home and from the Dominions overseas will keep it unwaveringly before them. It is a cause for deep sacred relief for which we owe thanks to God that in answer to my appeal a new sign of hope has arisen in Ireland. I pray that the promise of a new era now held out may be realised and that my Irish people may be united one to another in peace and goodwill. The King concludes that supreme and vital task of rebuilding British commerce and prosperity needs the goodwill and active co-operation of every citizen. Goodwill amongst citizens is the sure foundation of international peace.

### TREATY WITH AFGHANISTAN

BRITISH NEGOTIATIONS NOT BROKEN.

LONDON, September 13.

Reuter learns that latest reports received in London regarding the Anglo-Afghan negotiations at Kabul are favourable. Conversations have not been broken and there is no prospect of a rupture. It was fully realised when the conversations opened that it would be a long and sometimes disheartening business. The course of the negotiations, always uncertain, varying from brightest to blackest at short notice, has been affected particularly by outside events like the Turco-Greek war, while Turkish and Bolshevik propaganda is rife. The framing of a treaty must be the work not of weeks but of months.

### ERZBERGER'S MURDERERS KNOWN.

BADEN POLICE ALLEGED TO BE HINDERING SEARCH.

BERLIN, September 13.

Messages from Munich state that the Baden authorities have ascertained that the murderers of Herr Erzberger were a student named Tillersen and a merchant named Schulz who were recently living in Munich. They were members of the Ehrhard brigade which prominently participated in Kapp's insurrection. The accused have not yet been arrested; owing to the Vorwärts' allies, to the Baden police hindering the search for the murderers. According to the Berlin Tagblatt many persons recently arrested in Berlin confessed that they had been communicating with the murderers.

### PRESIDENT'S HOLIDAY.

ORATION AT NEW YORK THEATRE.

NEW YORK, September 13.

President Harding is spending a brief holiday in New York. He received an oration at the theatre last night. He goes golfing to-day and spends the night aboard the presidential yacht.

### BRITISH FINANCES.

RECEIPTS £141,000 AND EXPENDITURE £7,000,000 LESS.

LONDON, September 13.

The Exchequer returns for the period April 1 to September 10 are as follows:—Receipts £400,000,000 and expenditure £449,000,000 compared with £541,000,000 and £456,000,000 respectively for the corresponding period last year.

### INTERNATIONAL JUSTICE.

ONLY ONE CANADIAN CANDIDATE FOR PERMANENT COURT.

GENEVA, September 13.

Mr. Charles Doherty, Minister of Justice, Canada, has declined nomination for the permanent court of international justice, leaving Sir Robert Borden the only Canadian candidate.

### FINCH BOXING.

CHALLENGER FOR FLYWEIGHT CHAMPIONSHIP DEFEATED.



## NOTICES.

## LAMMERT BROS.

AUCTIONEERS, APPRAISERS  
AND SURVEYORS.

## Public Auctions.

THE Undersigned have received instructions to sell by Public Auction, on

**THURSDAY, September 15, 1921,**  
commencing at 11 a.m.  
at the godowns of the Kaumati  
Godown Co.  
226 kegs Checkered Head Counter  
Sunk Steel Wire Nails,  
80 bundles Bound Steel Bars,  
7 bundle Square Steel Bars,  
1 bundle Flat Steel Bars.  
Terms—Cash on delivery.

**LAMMERT BROS.,**  
Auctioneers.  
Hongkong, September 12, 1921.

## VISITORS AT THE HOTELS

## HONGKONG HOTEL.

September 13.

Mr. S. Abblanando, and Mrs. M. S.  
Mr. J. Alston  
Mr. W. G. Anderson, Miss M. H. Macy  
Mr. W. Anderson, Dr. O. Maillot  
Mr. E. A. Andrews, Mr. C. Martin  
Mr. G. S. Andrews, Mr. M. Maymontes  
Mr. R. Atherton, Mr. J. W. McCroky  
Mrs. E. R. Bell, Mr. G. Werachhe  
Mr. A. S. Fenham, Mr. and Mrs. M. F.  
Mr. R. J. Birbeck, Mr. J. M. Myer  
Mrs. Blackburn, Mr. and Mrs. W. P.  
Mr. J. F. Bricker, Mr. and Mrs. W. P.  
Mr. W. F. Brown, Mr. and Mrs. A.  
Mr. and Mrs. N. T. M. and Mrs. A.  
Brown, Mr. and Mrs. A.  
Miss J. Brucke, Mr. J. A. Parrish  
Lt. Comdr. F. Miss D. E. Pepperell  
Brady  
Mrs. T. W. Cochrane, Mr. S. L. Perican  
Mr. T. W. Collyer, Mr. S. S. Reyes  
Mr. and Mrs. G. M. D. S. Biggs  
Dominique, Mr. R. C. Redmayne  
Mr. and Mrs. E. A. M. and Mrs. H.  
Drey, Mr. and Mrs. Sharp and  
Engineer-Captain family  
S. J. Ferguson, Mr. W. Ronalds  
Mr. John S. Gardiner, Mrs. B. Bona's  
Mrs. Goldrey and Mr. W. de Spon  
Children, Mr. and Mrs. N. G.  
Mr. and Mrs. Grossman, Stevens N  
Mr. F. J. Gunn, Sir Eric & Lady  
Mrs. C. H. Hazel, Stuart Taylor  
Lt. Mr. J. Thornborough  
Capt. T. P. Hall, Mr. and Mrs. C. E.  
Mr. G. Mallik, Smith  
Mr. C. Mansfield, Mr. and Mrs. W. H.  
Mr. C. H. Manscomb, Mr. and Mrs. R.  
Miss E. Irwin, Mr. B. A. Tozer  
Mr. Anthony Jenkins, Miss M. E. Tripler  
Lt. Col. G. Johnston, Mrs. V. de Vaux  
Mr. and Mrs. W. G. M. N. J. Vollen-  
weider  
Mr. E. M. Joseph, Miss K. Wilson  
Mr. R. Julia, Miss K. Wilson  
Mr. J. Kent, Mr. and Mrs. Wong  
Miss J. F. Knillish, Miss W. Swan  
Miss H. Lillie, Mr. J. L. Z. Imer

## REPULSE BAY HOTEL.

Miss Andradachild, Mr. H. King  
and nurse, Mr. W. E. Kent  
Mr. and Mrs. A. V. Mad. Lemaire  
Mr. and Mrs. F. B.  
Mr. and Mrs. R. T. Lynch  
Baxter, Mr. P. Marks  
Mr. and Mrs. Benson, Mr. G. A. Mogaschi  
Mr. Columbie, Mr. E. Moine  
Mr. J. D. Danby, Mr. and Mrs. B.  
Mr. E. O. Drake, Mr. and Mrs. B.  
Mr. A. W. Eastman, Mr. and Mrs. Newcomb  
Mr. G. T. Evelyn, Mr. and Mrs. P. Parker  
Mr. R. Farrant, Mr. and Mrs. B. Robinson  
Mr. and Mrs. Forbes, Mr. G. J. Ro. Inson  
Mr. and Mrs. Geare, Mr. G. J. Robinson  
Miss Geare, Mr. and Mrs. Travels  
Mr. G. G. Groat, General Wood and  
Mr. and Mrs. Far. party  
Minzton

## PEAK HOTEL

September 10.

Mr. J. Anzola, Mr. W. M. Hun-  
Mrs. McAlind, phrys  
Mr. Wm. Anderson, Mrs. T. Jaquemin  
Mr. and Mrs. Ashton, Mr. R. W. Lee Jones  
Mr. E. C. Ball, Mr. Ellis Kadourie  
Mr. T. Benjamine, Mr. and Mrs. N. B.  
Mr. H. Bate, Kawanja  
Mr. D. K. Blair, Mr. J. H. Kring  
Mr. M. J. Breen, Mr. J. D. Lloyd  
Mr. J. G. Bridger, Mr. R. Macg. Lee  
Mr. H. B. Bridger, Mr. and Mrs. W.  
Miss G. H. Brown, Mr. and Mrs. J. P.  
Mr. and Mrs. B. de Miller, Mr. and Mrs. J. P.  
Chasourne, Cape & Mrs. A. Mills  
Capt. C. J. Chareh, Mr. T. Mitchell  
Mr. and Mrs. J. A. Mrs. M. S. Mitchell  
Thudwick, Mrs. J. Mitchell  
Major G. J. Chap. Mr. J. W. W. W.  
man, Mr. C. C. W. W.  
Mr. and Mrs. T. W. M. A. H. P.  
Church, Hon. Mr. and Mrs. T.  
Miss Clarke, Mr. P. Perkins  
Mr. A. Cornack, Mr. J. P. P.  
Mr. W. A. Cornell, Mr. and Mrs. W. E.  
Mr. B. C. C. W. D. W. D. W.  
C. L. O. W. D. W. D. W.  
Kee-Comdr. W. Mr. and Mrs. R. K.  
D. W. D. W. D. W. D. W.  
Miss F. D. W. D. W. D. W.  
Rev. and Mrs. W. T. Mr. A. F. Smith  
Postherstone, Mr. H. P. P.  
Mr. F. W. Gibbons, Mr. and Mrs. E. J.  
Mr. A. Grogan, Mr. and Mrs. E. J.  
Miss W. B. Hall, Miss M. S. S.  
Miss and Miss Howard, Mr. F. P. W. D. W.  
Mr. H. H. Webster

## PALACE HOTEL

September 1.

Mr. C. Bentley, Mr. and Mrs. J. H.  
Mrs. E. Dobson, Mr. and Mrs. J. H.  
Mr. A. Green, Mr. and Mrs. J. H.  
Miss W. H. Green, Mr. and Mrs. J. H.  
Mr. A. H. H. D. Mr. T. G. Purvis  
Miss E. A. H. D. Mr. R. J. Rowe  
Capt. P. N. Lacks, Mr. R. J. Rowanoff  
Mr. and Mrs. Y. O. M. S. S.  
Miss and Mrs. W. D. W. D. W.  
Mr. S. J. S. S. S. S. S.

## INTIMATIONS

YOU CANNOT AFFORD TO  
BE WITHOUT THEM.

JUST received a large Consignment  
of (1) LACTOGEN the most digestible  
food for Infants which keeps good in  
quality during Hot weather (2) LAC-  
TOSE (Milk Sugar) for sweetening the  
foods of Infants and Dyspeptics (3)  
MILFORD-McGATH FLUID INSEC-  
TICIDE the Best Fluid for destroying  
Flies, Mosquitoes, Bugs, Flies and all  
other Insect Pests in Summer days, and  
(4) JOHN CAHILL'S GOLDEN  
FLEECES, MAGIC and CINDERELLA  
SOAPS for keeping everything clean in  
Houses.

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MADE TO ORDER.

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## CONSULTATION FREE.

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THERAPION NO. 1  
THERAPION NO. 2  
THERAPION NO. 3

For the treatment of all  
the most common diseases  
of the human body.  
No. 1 for the treatment of  
all the most common  
diseases of the human  
body. No. 2 for the  
treatment of all the most  
common diseases of the  
human body. No. 3 for  
the treatment of all the  
most common diseases of  
the human body.

## ASAHI BEER



SOLE AGENTS:  
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Tobacco  
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London.

Made of  
Carefully blended  
Grades of  
Turkish leaf.

Turkish Tobacco is acknowledged to be  
the world's best Tobacco for Cigarettes.

(This Advertisement is issued by Westminster Tobacco Co. Ltd.)

THE BIBLE AND THE  
EMPIRE

In "John Smith Moffat," a bio-  
graphy of his father, Mr. R. U. Moffat,  
has missed a great opportunity, but  
one which, as the son of his father,  
he could hardly be expected to take.  
A perfectly frank and fearless bio-  
graphy of J. S. Moffat would have  
been a wonderful book; for Moffat's  
psychology was most curious, and  
circumstances placed him in a posi-  
tion in which that psychology played  
a part in the sordid tragedy of im-  
perial history. Mr. R. U. Moffat  
would have had to have the peculiar  
gifts of the author of *Father and Son*,  
if he was to write the kind of book  
which might have been written, but  
it is too much to expect two such filial  
biographers in a single generation.

J. S. Moffat was born a missionary,  
the son of a missionary, at the mis-  
sionary station of Kuruman in Bech-  
uanaland in 1835, many years before  
imperialism, as we know it, invented  
its peculiar mission in South Africa.  
In these days, carried by the white  
to the black races, was that which is  
found in the Bible or the second part  
of it. Moffat's father was himself  
rather a remarkable man and, as a  
preacher of the word of Christ, he  
acquired great influence and reputa-  
tion among the natives not only in  
Bechuanaland, but as far north as  
Matabeleland. J. S. Moffat followed  
literally in his footsteps, first as an  
unofficial missionary among the  
Matabele, and later, as an official  
missionary, in Kuruman itself. Some  
of Moffat's peculiar characteris-  
tics began to show them-  
selves at once. He was a man  
with, on the surface, very decided  
views, and all through his life, by  
some fatality, he seems to have been  
led into situations where his own  
views clashed with those of the  
people with whom he had to work.

His life was therefore a perpetual  
quarrel enter with superiors or  
subordinates, and, as he was  
practically always unsuccessful in  
getting his view accepted, it was also  
a long failure. At the age of 45,  
mainly owing to his quarrels with  
colleagues at Kuruman, he resigned  
from the London Missionary Society  
and entered Government service. He  
remained a Government servant for  
twenty years, and in 1856 he re-  
signed from a very subordinate  
position with a pension of £188 a  
year. It is these twenty-six years  
which, both from the psychological  
and the historical point of view, form  
by far the most interesting portion of  
the biography. From 1855 to 1887  
Moffat was Resident Magistrate in  
Bechuanaland, and from 1887 to  
1890 he was British Representative in  
Matabeleland. During these last  
three years he was, as a representative  
of the British Government, a trusted  
adviser of the Matabele king,  
Lobengula. It was a crucial moment  
in the life of Lobengula and in the

history of the Matabele for these  
three years. The company was planning  
the conquest of Matabeleland and  
Matabeleland. The Governor and the  
British Government, as documents in  
this book show, deliberately backed  
up the Company in some of the  
meanest and most treacherous  
negotiations by which white men  
have ever lured a native king to his  
doom and won his land. Now,  
in theory Moffat was a servant of  
the British Government, and in no  
way connected with the Chartered  
Company. The attentive reader of  
this book can hardly fail to be left  
in a complete maze as to what the  
actual relations of Moffat were to  
the Company when he went to  
Matabeleland in 1887. According  
to his biographer he had no rela-  
tions with it at all beyond those  
which necessarily arose from his  
official position and duties, and he  
received specific instructions from  
his official superiors to the effect that  
he was in no way to identify himself  
with the Company or its interests.  
The attentive reader will, therefore,  
be rather astonished to learn later in  
the book that, when Moffat went to  
Matabeleland in 1890, he stipulated  
that "in the event of his death pro-  
vision should be made for his wife,  
and that provision was made, not by  
the Government in whose service he  
was ostensibly employed, but by  
the Chartered Company "in the  
shape of interest-bearing debenture  
shares of the Chartered Company"  
of the value of £2,000. Whatever  
were the real relations between the  
ex-missionary and the millionaires,  
they led to a psychological and  
historical tragedy. According to his  
son, when Moffat started for Mata-  
beleland, he believed in the good  
intentions of the millionaires and in  
their honesty of purpose; he saw the  
terrible features in the Matabele  
regime; he was certain that the clash  
between the oncoming millionaires  
and the Matabele who stood in their  
path must come in the near future;  
and he conceived it to be his mission  
to help to effect the change from  
the autocracy of Lobengula  
to the beneficent rule of the  
Chartered Company peacefully  
and honestly. We do not question  
this reading of Moffat's psychology in  
1887. But he very soon learnt the  
real objects of the Company and the  
real nature of the means adopted by  
them to gain their end. He received,  
too, official orders from the Govern-  
ment to connive at tricking Lobengula  
into making the Lippert Concession which  
was intended to be, and was, a large  
part of his life. As his son tells us,  
"needless to say, to Moffat the whole  
thing was repugnant to the extreme."  
It was so repugnant that he protested  
continually to the Governor  
against his instructions and  
carried them out. The result,  
when the time was ripe, was  
the "Victoria Incident," a cold-  
blooded massacre, which drew  
another "dignified protest" from  
Moffat, and Rhodes and Jameson

moved forward over Lobengula and  
his people. In passing, Rhodes also  
moved forward over Moffat, to whose  
"dignified protests" he strongly  
objected, and whom, when they met,  
he "raved like a dog." . . . not  
for misconduct nor for neglect of  
duty, but because he owed allegi-  
ance to a Higher Power than that of  
men." And the result of owning  
allegiance to any Power other than  
Cecil Rhodes in South Africa in 1896  
was that, if you were a Government  
servant, you were "shunted" to a  
subordinate post in Taung's and re-  
tired at the age of sixty-one on a  
pension of £188 a year.—*New States-  
man*.

## THE SAMPAN-MAN.

BY F. G. WYNNE.

Perhaps the most extraordinary  
life of any led by the Chinese poor  
is that of the sampan-man. One first  
meets sampans at Penang if one is  
travelling east from home. They  
are also to be found at Singapore,  
but one doesn't meet the true sampan-  
man until one reaches Hongkong.  
From there northwards all ports, all  
river towns, in fact every seaboard  
village has its multitude of sampans.  
In type the vessels differ exceedingly.  
The South China sampan is bigger  
and roomier than any other; it is  
quite 25 feet long, and carries a mast  
and sail and at least three oars as  
well as its primary propellant the  
"ulo," which, of course, is worked  
over the stern. They have the up-  
lifted square bows and raised stern—  
typical of all Chinese craft from the  
five-masted sea-going junk to the  
sampan. Uloing is a subtle art;  
there is merely a hollow in the ulo  
which fits into a nob in the stern of the  
sampan: a rope is then fitted to the  
inboard end of the ulo and made  
fast to the boat just beneath it. So  
when away the coolie stands with  
his right hand on the rope and his  
left on the ulo and away from side  
to side as he works.

The little vessel is to the sampan-  
man his sole means of livelihood.  
It is also his home and the home of  
his wife and family. In the South  
the whole family live together—  
happy and cheery in their sampan.  
The family consists as a rule of an  
old mother, or rather grandmother,  
whom I mention first as being  
unquestionably the most important  
person in the old lady's household.  
Then there is the old lady's husband  
and their son—a man of about thirty.  
The son has his wife and usually  
three children and a tiny infant in  
arms. This whole family all live  
together in their sampan. They  
are, in fact, only allowed ashore at  
certain times for certain periods.  
They live almost solely on rice,  
which they cook at a little stove  
which hangs from the side of the  
sampan—heaven knows how they

derived from ferrying people to and  
from ships moored in the stream to  
the mainland. They are eager and  
willing to do this—for the most  
partly sums—at any hour of the day  
or night. At a huge port in Southern  
China, should one be wanting to re-  
turn to the ship at a late hour—say,  
two in the morning—strolling down  
to the water's edge one can see the  
thick mass of sampans all moored  
up and apparently secured for the  
night. But no sooner has one's voice  
or footstep been heard on the quay  
wall than a black head is seen to  
emerge from one of the mass of  
vessels, then other  
signs of life become apparent  
through the gloom, and voices from  
many sampans hail one—sleepy but  
eager voices, all shouting, "Hey,  
master, sampan!" or "Hey, master,  
me you!"—thereby implying that  
his is your sampan. One selects a  
sampan indiscriminately and climbs  
aft into the little well reserved for  
passengers, and soon the sleepy coolie  
has cast off and lit a guttering candle-  
lamp. With much grumbling and  
grunting he shoves his ulo over the  
side, and slowly the sampan bumps  
its way through all the other now  
slumbering craft into the stream.  
Once clear, the old grandmother  
appears with the infant of the family  
strapped to her back. This infant,  
wide-eyed and vacant-looking, has  
been roused from its slumbers to be  
swayed about on the back of its  
grandmother while she ulos in the  
stern. One by one the entire family  
crawls out from the inside of the  
sampan—heaven knows how they

all get inside! Two little girls of seven  
or eight put an ear out over one side  
and pull with a will. The old grand-  
mother works her ulo and steers right  
aft. The younger couple will have  
uloes or oars sticking out somewhere  
else, all except probably the old  
grandfather—swung away at  
something. The old grandfather  
sits forward—seemingly rapt in  
thoughts of a thousand years ago,  
his old inconceivably wrinkled face  
showing no interest and no emotion,  
his half-shut eyes peering through  
the gloom without expression. Then  
one realises that they have begun  
their sampan song—one doesn't  
notice its beginning but merely that  
it has begun—a queer, rhythmical  
song, sung by all the family, young  
and old. They all sway backwards  
and forwards to the time of the queer  
chant, and one can just see their  
faces with their varied expressions  
as they sway to their work. Delight-  
fully simple and honest faces they  
look—yet a Chinaman is always the  
arch-villain of a certain type of novel.  
The sampan moves rapidly through  
the water; one feels the bump of the  
waves on her flat bow, and sees the  
vivid green of the bow-wave as she  
parts the fiery phosphorescent water.  
All too soon, very often, the lights  
of the gangway appear and one steps  
on board ship, gives the old lady her  
fare, and watches them all disappear  
once more into the darkness—the  
old man still sitting up right  
forward, still in the same position,  
presiding over all, with a real  
crawls out from the inside of the  
sampan—heaven knows how they

## G. FALCONER &amp; CO., LTD.

WATCHMAKERS &amp; JEWELLERS.

## Hotel Mansions.

Agents for:—ADMIRALTY CHARTS,  
ROSS'S BINOCULARS and TELESCOPES,  
KELVIN'S NAUTICAL INSTRUMENTS,  
BENSON'S ENGLISH WATCHES,  
ENGLISH SILVERWARE, direct from Manufacturers,  
High Class English Jewellery.

**LONG HING & CO.,** PHOTO SUPPLIES,  
Kodak and Kodak Film, &c. &c.  
DEVELOPING & PRINTING A SPECIALITY.  
No. 17, QUEEN'S ROAD CENTRAL, HONGKONG.

## HOTELS AND CAFES.

HONGKONG HOTEL  
(Hongkong)REPULSE BAY HOTEL  
(Repulse Bay)PENINSULA HOTEL  
(Kowloon)  
(projected)

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TOWN GARAGE &  
SHOW ROOMS  
(Fедder Street)

RUSSELL STREET GARAGE

REPULSE BAY GARAGE

## THE PEAK HOTEL.

1,500 Feet above Sea Level.  
15 Minutes from Landing Stage.  
Under the Management of—  
Mrs. BLAIR.

(Two minutes from  
Star Ferry). PALACE HOTEL KOWLOON

Recently renovated and refurbished, electric light and fans throughout  
and entirely under new management. Cuisine under the personal supervision  
of the proprietor, Bar and Billiard Rooms. Terms moderate. Special terms to  
families on application to

Telephone K. 3. Telegraphic Address: "Palace."  
J. H. OXBERRY, Proprietor.

## HOTEL "ASIA"

WEST BUND, CANTON.

Leading Hotel in South China.

First class Accommodation. Electric Lights, Fans and  
Elevators. Roof Garden. Hairdressing. Saloon.

Splendid Views of City and Pearl River.

Excellent Cuisine. Moderate Rates.

Under the Management of the  
SUN CO., LTD., CANTON.

## KING EDWARD HOTEL

CENTRAL LOCATION  
ALL ELECTRIC TRAMWAYS Pass Rightover. Elec-  
tric Lifts, Fans and Lighting. Reception  
Rooms and Sanitary Facilities. Hot and Cold  
Water System throughout. Best of Food and  
Service.  
Telephone 271. Telegraphic Address: "VICTORIA."  
J. WITCHELL, Manager.

## FRENCH LESSONS

G. MOUSSON.

15, MORRISON HILL Road.



**Hughes & Hough**  
AUCTIONEERS TO THE GOVERNMENT  
AND ADMIRALTY.

Coal Contractors  
General Brokers.  
**PUBLIC AUCTIONS.**

THE Underigned have received instructions to sell by Public Auction,  
(For Account of the Concerned)

**FRIDAY,**

September 16, 1921, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Des Voeux Road, Corner of Ice House Street.

**Chinese Porcelains, Curios,**

**Lacquered Ware, &c., &c.**

Including a variety of Coloured and 3-coloured Vases, Wall Plates, Table Screens, Blue and White Vases and Incense burners, Old Bronze and Brass Figures and Vases, Rakemonos, Lacquered Cabinets, Chairs, Ivory, Jade, Agate and Crystal Ornaments, Mandarin Beads, &c., &c.

The above stock recently arrived from the North and includes pieces from the Ming, Kung, Kienlung and Towing Periods.

The bulk of which will be sold without reserve.

(Full Particulars from Catalogue).

On view from the 14th and morning of sale.

Terms:—Cash on delivery.

**HUGHES & HOUGH,**

Auctioneers.  
Hongkong, September 9, 1921.

**INTIMATIONS.**

**OIL PLANTS & LIGHTER**  
**FOR SALE.**

**TENDERS** are invited for the purchase of 4 V. D. ANDERSON MOTOR DRIVEN EXPELLER OIL PLANTS and other accessories complete also one wooden lighter "W. LEE" equipped with oil tanks, carrying capacity about 125 tons more or less.

Tenders must be sent in sealed envelopes marked on the outside "Tender for Oil Plant" or "Wooden Lighter" as the case may be and must be addressed to the undersigned before the 14th day of September 1921. The Special Manager does not bind himself to accept the highest or the lowest tender.

The undersigned does not warrant or guarantee the above description in any way, but inspection and details concerning the Oil Plant & Lighter will be given to bona fide purchasers on application at the undermentioned address:—

**E. A. M. WILLIAMS,**

Special Manager.

BAHAR INDUSTRIES DE CHINE,

5, Chater Road.

Hongkong, September 7, 1921.

**HONGKONG CLUB.**

**NOTICE.**

THE FIRST YEARLY DRAWING of TWENTY DEBENTURES of the Hongkong Club, (1920 issue, \$500 each), was held in the Club House on THURSDAY, the 8th September, 1921, when the following Debentures were drawn for Redemption:—

28	100	412	603
48	139	487	635
68	172	495	742
79	295	552	805
80	354	601	820

and will be payable at the Hongkong & Shanghai Banking Corporation on FRIDAY, the 30th September, 1921, in exchange for surrender of same.

By Order,

**A. H. ABBAS,**

Secretary.

Hongkong, September 8, 1921.

**NOTICE.**

NOTICE IS HEREBY GIVEN that the HONGKONG DOLLAR DIRECTORY has been acquired, as from July 7th, 1921, by the undersigned with all rights and titles, and will hereafter be published by them. No claims against the Hongkong Dollar Directory incurred prior to this date will be admitted by the undersigned.

**THE NEWSPAPER ENTERPRISE LTD.**

5, Wyndham Street.

Hongkong, July 7, 1921.

**EAGLE BRAND**  
SILK SOCKS AND STOCKINGS



(Registered Trade Mark)  
**LI CHING KNITTING FACTORY,**  
2, Kai Yin Fong, Hongkong.  
Tel. 564.

**WANT**  
**ADVERTISEMENTS**

25 WORDS 3 INSERTIONS.

\$1. PREPAID.

Every additional word 4 Cents for 3 insertions.

**FOR SALE.**

FOR SALE.—ONE or TWO LOTS of LAND, in Jordan Road, Kowloon, about seven minutes by Ricksha from Ferry. For plan & further particulars apply Box 1288, c/o "China Mail."

**TO LET.**

TO LET.—GODOWN at Yau-mati. For particulars apply to THE HONGKONG LAND RECLAMATION CO., Ltd.

**INTIMATIONS.**

**THE HONGKONG ROPE MANUFACTURING CO., LTD.**

AN INTERIM DIVIDEND OF ONE DOLLAR (\$1.—) per share for account 1921 will be payable on MONDAY, the 19th September, 1921. Shareholders are requested to apply for Dividend Warrants at the Company's Office, St. George's Building, Hongkong. The TRANSFER BOOKS of the Company will be CLOSED from SATURDAY, 10th September, 1921, to MONDAY, the 19th September, 1921, both days inclusive.

**SHEWAN, TOMES & CO.,**

General Managers.

Hongkong, September 3, 1921.

**HONGKONG HOTEL COMPANY, LIMITED.**

NOTICE IS HEREBY GIVEN that with reference to the Special Resolution passed and confirmed at EXTRAORDINARY GENERAL MEETINGS of the above Company held on the 13th and 14th days of August 1921, regarding the division of the above Company's share capital from shares of the denomination of \$50 each into shares of the denomination of \$10 each, in order to enable such Special Resolutions to be carried into effect, it is necessary that shareholders should forthwith forward to the undersigned the Share Certificates in respect of their respective holdings of shares in the Company in exchange whereof the undersigned will, upon receipt of such Share Certificates, forward to the respective holders thereof written acknowledgments of the receipt thereof.

When the new Certificates in respect of the division of the shares into shares of the denomination of \$10 each as aforesaid are ready, Notice thereof will be given to shareholders and such new Certificates will be obtainable by shareholders upon application to the undersigned at the Company's Registered Office in the Hongkong Hotel, Pedder Street, Victoria Hongkong, in exchange for the above mentioned acknowledgments.

Dated this Seventh day of September, 1921.

FOR THE HONGKONG HOTEL COMPANY, LIMITED.

**H. N. BEAUREPAIRE,**

Secretary.

Hongkong, September 7, 1921.

**HONGKONG HOTEL GARAGE.**

RUSSELL STREET, PEDDER STREET.

REPULSE BAY.

WE invite you to inspect our Show Room in Pedder Street wherein we carry a full line of automotive supplies.

**DOUGLAS STEAMSHIP COMPANY, LIMITED.**

THE ORDINARY GENERAL MEETING of the above Company will be held at the Company's Offices 20, Des Voeux Road on FRIDAY, September the 30th instant at Noon.

The TRANSFER BOOKS of the Company will be CLOSED from the 16th to the 30th of September both days inclusive.

**DOUGLAS L. A. PRAIRIE & Co.**

General Managers.

Hongkong, September 9, 1921.

SAFE, Sure and Guaranteed cure for Leprosy, Leucoderma, Patches, Eczema, Eruptions, etc. in four weeks. Patients willing to be treated by Post, are requested to write \$3.50 per week. Full particulars Free under cover. "SRI" WORKS, Beadon Square, Calcutta (O.M.) India.

**FOR SALE.**

New and Used.

**HARDLEY DAVIDSONS.**

INDIANS.

HENDERSONS.

WOLFE.

and SMITH.

**MOTOR CYCLES.**

**BREVES & CO.,**  
105-114, Yee-Sing Street,  
Kowloon.

**CHANGING CHINA.**

**BUILDING GOOD ROADS.**

**INFLUX OF MOTOR CARS.**

Until the coming of the motorcar there was not a single decent road in the whole of China, always excepting the trifling mileage in the Treaty Ports, which, of course, was due to the activity of the foreigner, says the Times Peking correspondent. But the foreigner, first with his carriages and carts, and now with his motors, has opened the eyes of the Chinese, and roads are appearing everywhere, with cars and lorries to match. The institution of railways is a slow process, because the expense involves foreign capital or Government initiative, but, given a road, it is open to any individual to buy a car or a lorry and to run it for pleasure or for profit. The Chinese are doing both at an astonishing rate, and making the foreigner blink at the vista opening up for the sale of motor vehicles.

Ten years ago there were no motorcars in Peking, but municipal improvements had begun, and there may have been 20 miles of well-laid streets within the city, although there were none outside. To-day there must be at least 120 miles of streets in the city where motors can go comfortably, and outside nearly 100 miles of made roads regularly used for motor traffic. The registered cars in Peking are now in the 11th hundred, and the total, including Government vehicles of various categories, is believed to reach 1,500.

In Shansi a good governor is employing his provincial troops in the construction of a road 500 miles long which will run from one end of the province to the other. The American Red Cross, as a famine relief measure, is making a 50-mile branch of this road to Fengchow, and another to Liaochow. Between Kweichow on the Lunghai Railway and the town of Pochow (Anhui) a local association has opened a road upon which improvised motor omnibuses ply regularly.

In the province of the important cities of Shanghai and Nanking a road improvement association has been formed and many useful schemes are under discussion. Several cities in this province, Kuangsu, can already boast motor services by roads connecting up with rail or river communication. Canton is undergoing a regular transformation by which the narrow streets that have served the city since prehistoric times are being swept away and superseded by broad thoroughfares worthy of the wealth and importance of so great a centre of life and industry.

In 1919 China imported motorcars, lorries, and cycles to the value of over \$6,000,000 (\$750,000), and the indications are that the total for last year will be higher still. Most of the cars come from America, obviously for the reason that the American cars are cheaper and are quite good enough for the purpose. In North China the American car is especially conspicuous, and probably represents something like 95 per cent. of the total. Out of 1,320 cars imported into Shanghai in 1920, 987 came from the United States, 188 from Canada, 111 from Great Britain, 19 from France, and two from Italy. For the first two months of this year the American importations were 159 and the British 44, which indicates a marked improvement in the demand for the British article. Nevertheless, the Americans dominate this market, and there is little hope for the British cars until prices are equalised; which can hardly happen until we also undertake mass production.

**INTIMATION.**

**NIGHT SWIMMING FETE**

at the

**VICTORIA RECREATION CLUB**

on

FRIDAY, the 16th commencing at 9 o'clock sharp.

Inter-Port Trials, Open Events, and Service Races, see Posters.

Club Band in attendance.

Admission—Members, Ladies, Sailors and Soldiers ..... 50 cents

Non-Members ..... \$1.00

Reserve Seats can be Booked at the Club at \$1.50 each.

Late Tram to Peak.

**R. C. WITCHELL,**

Hon. Secretary.

Hongkong, September 12, 1921.

**KOWLOON CANTON RAILWAY.**

**NOTICE.**

THE PUBLIC IS HEREBY NOTIFIED that the TIME-TABLE will be revised on and from FRIDAY, the 16th September, 1921. Copies may be had on application.

By Order,

**J. P. WINSLOW,**

Manager.

Kowloon, September 12, 1921.

**ST. STEPHEN'S COLLEGE.**

(Corner of Western St. & Bonham Rd.)

**THE COLLEGE WILL REOPEN**

on MONDAY, Sept. 19th. Examination of New Students will be held on SATURDAY, Sept. 17th, at 9 a.m.

Hongkong, August 27, 1921.

**-mild?**

Sure, they're mild! But that doesn't say it all.

Because Chesterfields deliver a new kind of cigarette enjoyment.

They let you know you're smoking. They hit the "smoke-spot." In short, they satisfy.

Yet, they are mild!

It's the blend that "turns the trick." A blend of the finest Turkish and American tobaccos—and the blend can't be copied. That's why it's Chesterfields or nothing if you want this pleasure—*plus*.

Right now!

*Lippincott & Co.*

honest?

**Mild? Sure!—and yet they "Satisfy"**

**Chesterfield**  
**CIGARETTES**

of TURKISH and AMERICAN  
tobaccos—*Blended*



The extra wrapper of glassine  
paper keeps them fresh

**WHAT'S YOURS?**

**WHY**

**CASCADE**

**BEER**

**A FINE INVIGORATING DRINK.**

**BREWED IN THE EMPIRE.**

**Sole Distributors:**

**THE COLONIAL COMMERCIAL CO., LTD.**

Post Office Buildings,

**HONGKONG.**



After illness and when  
convalescent take

## WATSON'S INVALID PORT.

a good light invalid wine.

A. S. WATSON & CO., LTD.

WINE AND SPIRIT MERCHANTS.

PHONE NO. 616.

Wm. **Powell** Ltd.  
TELEPHONE 346

## AN ENORMOUS SUCCESS

OWING TO THE GREAT SUCCESS OF OUR  
"VIYELLA" SALE, WE HAVE DECIDED TO  
CONTINUE FOR A FEW DAYS MORE, TO ENABLE  
CUSTOMERS WHO HAVE NOT YET MADE THEIR  
PURCHASES, A FURTHER OPPORTUNITY TO  
BUY AT THE REDUCED PRICE.

"VIYELLA"

"AZA"

"CLYDELLA"

AND

ALL FLANNEL STOCK.

We Specialize in  
Social and Business Stationery,  
Loose Leaf Binders and Books,  
Novelties for the Home and Office,  
Dennison's Xmas Decorations.

INSPECTION SOLICITED

DER A. WING & CO.

60, Des Vaux Road, CENTRAL.

## The China Mail.

TRUTH, JUSTICE, PUBLIC SERVICE

HONGKONG, WEDNESDAY, SEPT. 14, 1921.

### QUIET ESSENTIAL

To think you must take time, avoid the hurry-furly, lead a life more quiet. This is forgotten. This is why some journalists make such bad leaders. It isn't that they cannot think. It isn't that they do not try to think. It is that they think they can think on the rush, which no man can do, however brainy. Editors and newspaper writers who try to lead lives such as other men lead, playing bridge and golf, etc., and expect to confine their work to office hours, must have the average mind, which is not as rich as it might be. Inspirations and clear visions and lucid thinking come only to those who allot time to it, retiring to some "wilderness" or "Retreat" for the leisurely quiet that induces receptivity and the habit of seeing to the bottom of things.

Some do far less reading than they ought. They admit it. They say they lack the time. Others (and this may surprise you) do far too much. Such never have an idea that is not derivative, ready-made, easy-come and easy-go. Some reading is necessary for information, for facts. After that comments and criticism may be read for stimuli, preferably reading that provokes the desire to doubt and to deny. Thereafter time should be set aside for the mental exercise of thinking, of pondering, of meditation. Men who would use their intellect to the utmost must be quiet to study, and study to be quiet. Concentration of attention is always hard; it is impossible where haste is, where excitement is, or in an atmosphere of passions, of prejudices, and of hate. What so many men dub

"recreation" is often as strenuous and wearing as the struggle for existence. It may be, and frequently is, fatal to mental growth. All our historic contributors of great thoughts went apart to get them. They sought solitude and quiet, avoiding distractions. The average newspaper office, in office hours, is beset with the most senseless distractions. It is not the place where the newspaper writer should be when he is writing. This may perhaps explain some of the otherwise inexplicable phenomena of journalism.

### "IN ENGLAND NOW"

We had an article with this heading on Aug. 19th, in which we reviewed a long letter from a Malay colonist who had gone home and was telling what he saw of conditions there. Our comments have been noticed by the author of the letter, who has written to us. We are unable to determine whether or not he intends this letter for publication, so we refer to it in this way, giving the effect of it without revealing the name. It is a very amiable letter, considering the nature of our comments. He even admits that we were "not at all wide of the mark" when we visualized him as red faced and a little impatient. He also realizes that the exile's mind tends to idealize the country left and its conditions, so that some disappointment is inevitable on returning after long absence. He says: "I loved the England of my youth, and of course I found nothing the same after 14 years absence. I left almost immediately for the East again, preferring to spend the rest of my life in warmer climes, and hoping to find a better life." Then comes a bit that may be useful to the public, as showing that you never can trust the newspapers, even the respectable and possibly honest ones. One remark we commented on as betraying class prejudice. He is glad we noticed

that bit. It was not his, not in the original manuscript as he sent it; it was a bit of editorial embroidery. You see! It is impossible to put reliance on anything you find in print nowadays. This man seems to be a real good sort, and we were holding him up as a Tory. He does not look down on our artisans, nor even on our poet. He is quite human and lovable here, although he does refer to Belfort Bax as Belfort Bex. He says: "I used thoroughly to enjoy poaching when I lived in England, and I do not agree that any landlord has a right to 'preserve' wild game." In conclusion he shares our hope that such articles will reconcile readers to residence, permanent residence, in Hongkong and the Straits, where they are much better off than they can hope to be in England.

### POINTS ON WAR.

Pacifists are commonly called cranks, impractical dreamers. This is funny. It is the pro-war people who are impractical. Facts demonstrated teach them nothing. Is war profitable to a nation? The last big one wasn't. We cannot collect our costs from Germany without crippling our own industries. Does war improve character, bring out virtues, as its apologists claim? Records of "pillage" since the war do not show this. The moral character is reputedly lowered since 1914. Does war bring the people together, as in the pretty stories of social levelling told in wartime? Never was class hatred more bitter than now. The pomp of war? Gone long ago. Gas and stinks and generally horrid now. Does war prove anything? Never. It is wasteful, ineffective, and unnecessary, a game that is not worth its costly candle. Become a persistent "booster" for the League of Nations, and demand that your own statesmen be compelled to give it a chance.

### LOCAL AND GENERAL.

Mr. R. E. Bellios is to-day at Yokohama, on his way back to Hongkong.

One case of diphtheria and one fatal case of cerebro spinal fever, both Chinese, were reported yesterday.

Round, flat, and square steel bars will be sold by Messrs. Lamport Bros. at public auction sale to-morrow morning.

The China Mail s.s. "Nanking" will sail for San Francisco via Shanghai, Yokohama and Honolulu on Sunday, September 18 at noon.

It is understood that the F.M.S. Government has appointed a committee to consider, report on, and draft a Hindoo Marriage Registration Enactment.

Bangkok papers deny the report that a contract for a railway bridge over the Menam Chao Phya has gone to an American firm, the truth being the terms for tender are under revision.

News has been received of the death at sea on September 5, two days after leaving Singapore, of Mr. McIntyre, engineer of the "Sri Borneo". The body was buried at sea. The deceased, who was about 70 years of age, was one of the oldest members of the Engineers' Guild.

A coal collier was at work on board the s.s. "Lake Faulk", yesterday afternoon loading coal into the bunker, when he missed his footing and fell into the No. 3 hatch, receiving injuries on his head and body which necessitated his removal to the Government Civil Hospital for treatment.

The Singapore Land Office netted \$1,764,350 as premium on special land sales in 1920. But quite recently showed a satisfactory increase. Among the sales of land were 20,000 sq. ft. to the Telegraph Co. for \$574,500; and in June 25,920 sq. ft. were sold for \$1,658,000. The upset price in August was \$30 per sq. ft.

The front part of No. 47, Elgin Street, an old house which is being demolished, collapsed suddenly without warning at 5.10 p.m. yesterday. Several contractor's coolies were at work in the building at the time, but fortunately they were in the back part and escaped injury. Work was immediately suspended and shoring put in.

For snatching a small gold ornament from a 10-year old Chinese girl who hung on to him until the arrival of the police, a Chinese youth was this morning sentenced by Magistrate Lindell to 20 months' hard labour, 12 strokes of the birch and 4 hours' strokes. In passing sentence, the Magistrate remarked that women and children must be protected from pests like the defendant.

## SPECIAL CABLE.

### SHANGHAI BANKRUPTCY.

#### JUDGE ON FRAUDULENT ASSIGNMENT.

(China Mail Special.)

SHANGHAI, Sept. 14. In the British Supreme Court yesterday Judge Grain delivered judgment with reference to the Cecil Humphreys bankruptcy, and *inter alia* said that there could be no doubt that the bankrupt at the time of making the assignment was insolvent and the assignment in itself was an act of bankruptcy and fraudulent in the sense that it did defeat and delay payment to creditors of his private business. Under the bankruptcy Act of 1914 it was void and invalid against the Official Receiver.

#### LOCAL AND GENERAL.

More than 200 buildings have been destroyed by the flood in Sun Wui district as a result of the recent heavy rains. Many rice fields near by are under water and it is feared that the production of rice this year will be greatly decreased.

Arrested in Connaught Road West yesterday afternoon for the unlawful possession of 1,280 dutiable cigarettes which were found concealed in the false top and bottom of a basket which he was carrying, a Chinese was this morning fined \$50 by Magistrate Lindell who described him as a "regular smuggler."

The Ceylon Government has refused to alter the hours at which liquor may be sold at night. At present the sale of liquor in the hotels is permitted until 11 p.m. to residents of the hotels and to bona fide travellers by which is meant passengers from ships in the harbour and travellers who come to Colombo from distant stations in the island—but sales to non residents and others cannot be made after 10 p.m.

The revenue collected by the Ceylon Customs during the portion of the present financial year from October 1, 1920, to the end of July, 1921, is Rs. 22,261,309, as compared with Rs. 21,554,053 for the corresponding period in 1920. 1920 was a record year for the Customs, but 1921 bids fair to exceed it, as the revenue collected during the ten months of the present financial year exceeds that collected during the corresponding period of 1920 by over Rs. 700,000.

The following decorations have been conferred by the President of the Chinese Republic upon British naval officers in recognition of their services during the war, and the King has given unrestricted permission to the officers concerned to wear them—Order of the Striped Tiger:—First Class, Adm. Sir A. L. Duff; Third Class, Capt. R. G. H. Henderson; Fourth Class, Com. N. A. Woodhouse and Paym. Com. H. Miller; Fifth Class, Lieut. C. J. M. Lang and R. R. Stewart.

The West Coast in general, and the State Bank in particular, says the *British North Borneo Herald*, has suffered a severe loss in the death of Captain W. H. Mann, who succumbed to heart disease and acute pneumonia on August 20 in the Civil Hospital at Jesselton. The deceased served throughout the War in the Middlesex Regiment and retired with the rank of captain. He returned to his profession of banking and, at the end of 1920, gave up his career in London to join the newly formed State Bank of North Borneo and on arrival was appointed to the management of the Jesselton branch.

As a demonstration of their appreciation of the Kowloon Canton Railway Company's action in making a stopping place at Ho Mun Tin handy to their district, the residents of the Garden City have organised a moonlight band concert for tonight at 9.15 o'clock. By kind permission of Lieut. Colonel J. R. Wyndham and Officers, the Band of the 2nd Battalion Wiltshire Regiment, will perform a number of selections. Special trains will run from Kowloon Station at 8.30 p.m. and 9 p.m. and return at 12 p.m. For the convenience of passengers the train will stop at Hung Hom Station.

Siam having made the enthusiastic mistake of abolishing a national pastime, namely gambling, is now busily repairing the error by the promotion of sweeps on any and every sporting event. Thus the recent fury of enthusiasm for boxing, a sport in which the Siamese were never noted and are not physically built for, is being promoted to give opportunities for holding sweeps, whilst a mixed "display of horsemanship" show ending with a tug-of-war between soldiers and elephants. Entrance is 25 satang and there will be the usual lotteries.

### RHEUMATISM.

HAVE you ever had Chamberlain's Pain-Expeller for rheumatism? If you are waiting time, as the doctor says, to run on the harder it is to cure. Get a bottle to-day apply it with a vigorous massage to the affected part and you will be surprised and delighted at the relief it brings. For sale by all Chemists and Storekeepers.

## SANITARY BOARD.

### YESTERDAY'S MEETING.

#### NOTIFICATION OF INFECTIOUS DISEASE.

A meeting of the Hongkong Sanitary Board was held in the Boardroom, Post Office Building, yesterday evening.

Mr. G. R. Sayer presided, and there were present the Hon. Mr. T. L. Perkins (D. P. W.), Dr. W. W. Pearce (M. O. H.), Dr. W. V. M. Koch, Dr. F. M. G. Ozorio, Mr. C. G. Alabaster, Mr. Chou Shou sen, Mr. S. W. Tao, and Mr. C. M. W. Reynolds (Secretary).

The Chairman brought forward a question with reference to procedure in removals to isolation hospitals of infectious cases. He said the by-laws as to notification and removal were not very clear, but, for all practical purposes, it would be enough if the medical profession were notified and asked to help the Medical Officer of Health by endorsing an infectious diseases notification to the effect that the patient could safely be treated at home, if such were the case. Would some member move that an official letter be sent by the Board to medical practitioners asking them to help in that way?

Dr. Koch suggested that inconvenience would be avoided if a statement to the desired effect were printed on the notification form, so that the medical practitioner could sign it, if it applied.

The Chairman said that to do that it would be necessary to amend the by-laws, making omission an offence, and the object of his suggestion was to avoid that.

Dr. Ozorio believed that the medical practitioners of Hongkong were doing what was required in this matter. The Medical Officer of Health said that some invariably informed him, but some forgot to do so. The omission involved delay, because he had to visit and find out if the patient was too ill to be removed or not. Perhaps the patient said his medical adviser had approved his remaining at home. In that case, the statement had to be verified by reference to the practitioner concerned, and that meant further delay.

Mr. Alabaster: Some of it could be avoided by the use of a telephone. Dr. Pearce: Medical men, naturally, are away from their offices as often as they are in.

It was agreed, on the proposition of the Chairman, seconded by Mr. S. W. Tao, to send a letter to the medical practitioners of the Colony in the sense indicated.

## WORLD THEATRE.

### A CLEVER ENTERTAINMENT.

A remarkably fine six-reel film entitled "Fools' Gold" and a vaudeville performance of undoubted merit by the Gibson Family Entertainers were features that stamped last night's programme at the World Theatre as one of the best of the many capital entertainments the management has provided. "Fools' Gold" is a super-film from the studios of the Arrow Film Corporation and the manner of staging constitutes a notable artistic achievement. With their sparkling little "oceanic absurdity," "Fun on a Battleship" the Gibsons scored well with the audience and soon established themselves as warm favourites. Billed as "The Venus of Vaudeville" Tricie delighted everyone with her amazingly clever performance and "Buttons," the boy acrobat, came in for a good share of the generous applause. Gaspard and Doreen proved a popular comedy duo. The Gibsons are to be here for two more nights and seats for those performances should be booked at once at Mehta and Co.'s in the Hongkong Hotel Building.

## REJECTING PUNCH'S ADVICE.

The following forthcoming marriages are announced—Mr. W. E. Wakeham, sworn measurer, Homeward Freight Conference, No. 40, Connaught Road Central, to Miss Marie Denard, en route from Liverpool.

Lieut. E. C. Smith, Indian Army, No. 39, Humphrey's Building, Kowloon, to Miss Little Cumming Dunbar, en route from England.

Mr. F. J. De Luz, assistant Union Trading Co., to Miss Dolores Marie d'Almada Remedios, of Peace Villa, Honamun.

Mr. F. M. Pereira, No. 3, Rednaxa Terrace, to Miss Juliana Marie de B. Maher, of Monaco Street.

Mr. E. R. Newbain, Inspector, Naval Yard, of "Honeyville," Wan-chai, Road, to Miss Mabel Annie Hill, No. 7, Leighton Hill Road.

Mr. D. Burlingham, Assistant Superintendent of Police, to Miss Janet Ogilvie Bessant, of Government House.

Mr. C. Stigler, Accountant, Netherlandsche Indische Handelsbank, Shanghai, to Miss Annie Marie van der Stadt, en route from Java.

Mr. A. E. Gutierrez, No. 5, Punjab Building, Kowloon, to Miss Beatrice Marie Luisa Nogueira, Menden, of No. 9, Punjab Building.

## SPORT.

### WATER POLO.

#### YESTERDAY'S PLAY.

At the V.R.C. yesterday evening, only one match was played in connection with the Hongkong Water Polo League, when the home team defeated the Wilts by 5 goals to 1. Boschcaert made his reappearance in the Club's forward line, but he was well marked, and managed to score only once throughout the game. Of the other four goals, Hall and Watson were responsible for two each. The Wilts, who are improving with every match, gave a good account of themselves and attacked regularly. Their shooting was faulty, however, and they missed many good chances.

The "Tamar" did not turn out for their match against the United. The latter were given a walk over and awarded the two points at stake.

#### TO-DAY'S MATCH.

This evening the Lusitano will meet the R.G.A. at 5.30 p.m. in their league match, postponed from Monday.

#### LEAGUE TABLE.

(Up to Sept. 13)

	P.	W.	D.	L.	F.	A.	P.
V.R.C.	8	8	0	0	80	4	16
United	8	7	0	1	42	8	14
Lusitano	7	5	0	2	33	16	10
R.G.A.	7	4	0	3	46	24	8
Wilts	7	1	0	6	11	32	2
"Tamar"	7	1	0	6	7	61	2
"Foxglove"	8	0	0	8	4	77	0

### SWIMMING.

#### INTERPORT TRIALS.

In the V.R.C. Bath yesterday evening, the second series of Interport trials was held when candidates for the 440 yards, high dive, spring board dive and long plunge were tried out.

Johnstone, Jack and Laing competed in the 440 yards race. They swam strongly together for eight lengths, and then Johnstone and Laing went a little in front of Jack, and kept their lead until the 12th length, when Johnstone, led Laing. The order in the 14th length was Johnstone, Laing and Jack, the latter some distance behind the others. Jack put up a good spurt in the next length and passed Laing, who gave up in the middle of the 16th length. Hall paced Johnstone in the 17th length, and the latter finished strongly in 6mins. 7secs. Jack finished the course seven seconds behind Johnstone. Seeing that Johnstone was never hard pressed throughout the 17 lengths and 45 feet of the race, his time was considered good. No doubt is entertained that on his present form, Johnstone will be able to pull down a few seconds from his last year's racing time of 5mins 49 2/5 secs.

The following competed in the high dive from the lower platform: Hyde, Hall, E. Railton, Jack and T. L. Knight. Faults in entry and recovery were still apparent, but the candidates have improved considerably since the last trial, and no doubt, with a little more practice their forms will improve considerably. Most of the men made the ugly mistake of coming out of the water facing the diving stage. This will have to be remedied if they hope for a place in the team. Another point that the candidates must bear in mind is that the manner one comes out of the water counts a lot in recovery, and the hands must come to the surface before the head.

The following took part in the spring board dive:—Hyde, E. Railton, T. L. Knight, Jack and Hall. Hall had the advantage of weight and gave a creditable performance. The others, especially the lighter men, lacked spring and broke the water with big splashes. Recovery in several cases was also very faulty. Places were awarded as follows: Hall 1; Knight 2; Hyde 3.

The long plunge attracted five entrants, namely, Garrod, Duncan, Hyde, Railton and Knight. Garrod and Duncan covered the longest distance, but both had faults. Garrod humped his back, keeping his head too much under water and not in line with his body. He had good staying power, and but for this fault would have done better. His entry too, was a little faulty. It lacked "kick" and his plunge was more like a race dive. Duncan was inclined to dive too deep, and once he got to the surface, inclined to the left. The bringing of his head into play as a rudder would remedy this fault.

A fast and closely contested Water Polo match was played between the following teams:—

Blues—Marcel, C. Logan, Newcombe, E. Railton, E. de Souza, May and Duncan.

Whites—Gerrard, Leonard, McDade, Monteiro, Lewis, Garrod and Bremer.

The teams were well matched and the result of the game was in doubt up to the final whistle. The Blues assumed the offensive at the opening whistle and pressed hard. Logan missed a good chance and then the ball was cleared. They pressed again, and Souza scored twice in quick succession. The Whites had a quick succession. The Whites had a look in after this and reduced the lead by one goal. The Blues scored their third soon afterwards. A dull spell followed in which the ball was kept in the middle of the bath, the players giving more attention to

## BROKEN CONTRACTS.

### SUPREME COURT ACTIONS.

#### ENGINEER'S SHARE DEALINGS.

H. C. Best, engineer, of Conduit Road, was the defendant to an undischarged action brought in the Supreme Court this morning to recover \$21,844 on a dishonoured cheque. The plaintiff was Samuel Greenfield, of Queen's Road, for whom Mr. F. C. Jenkin (instructed by Mr. Leo Longinotti) appeared.

Mr. Jenkin related to the Acting Chief Justice (Mr. H. H. J. Gompertz) that Best gave the cheque to the plaintiff in connection with a deal in Hongkong Dock shares. On June 1, Best requested Greenfield to purchase for him 500 Docks for June or July settlement. The subject of the action was 100 Docks bought on June 1 for settlement on June 28. On June 28 the plaintiff told Best he had got 100 shares and would like to see the money for them. Best promised to have a cheque ready the next day and Greenfield replied that he would prefer to have the transaction concluded on settlement day. At about 10 a.m. on June 28, Greenfield handed Best the scrip for the 100 shares in return for a cheque on the Hongkong and Shanghai Bank. Best said there were not sufficient funds in the bank to meet the cheque then but that his account would be in funds after one o'clock. The cheque was duly presented some time during the afternoon but was dishonoured.

In the witness box the plaintiff said he had not seen Best since about midday on June 28, when defendant passed along Queen's Road in a ricksha.

Best was then, it appeared subsequently, on his way to join a vessel that was leaving the Colony that day. He had since received letters written by the defendant from Shanghai. These contained an explanation from Best that he had expected a sum of \$24,000 to be paid into his banking account on June 28 and that his absence from the Colony was due to the necessity of attending to a coal transaction.

Judgment was given for the plaintiff with costs.

### A RICE DEAL.

Mr. C. G. Alabaster, (instructed by D'Almada and Mason) appeared to support a claim by the Yee Wo Tai firm against the Mi Yuen Lung firm for the recovery of \$94,564.61 in respect of ten broken contracts for the purchase of rice.

Mr. Alabaster said the rice was tendered to the defendants on due date and they failed to take delivery. The plaintiffs therefore had to sell the rice by auction and they were claiming the loss on the sale, plus interest and godown and other charges.

After hearing evidence His Lordship gave judgment for the plaintiff with costs and leave to attach certain money now in *custodia legis*, with the consent of the Registrar.

### SALE OF GUNNY BAGS.

Represented by Mr. Jenkin, the Transmarina Trading Company proceeded against the Kwong Cheong firm and another for the payment of \$6,910 as damages for failure to take delivery of and pay for a quantity of gunny bags sold to them under a contract.

Mr. Jenkin explained that the amount claimed represented the loss to the plaintiffs on the re-sale of the goods, plus other charges provided for under the contract. Since the writ was issued on June 6 it had transpired that the defendant firm ceased to do business on May 6 and had assigned its business to somebody else.

Judgment was given for the plaintiffs with costs.

### TRANSACTION IN TINPLATES.

Damages amounting to \$31,390.38 were claimed by Getz Bros. from Tang Luy & Co. and others for breach of four contracts for the sale of 1,400 cases of tinplates, 100 tons of old newspapers and 20 tons of glassine.

Appearing to support the claim Mr. Alabaster (instructed by Messrs. Wilkinson and Grier) said that the defendants had failed to take delivery of the tinplates and old newspapers were therefore sold by private treaty. The glassine had not been sold but was being set-down at the market price.

His Lordship gave judgment for the plaintiffs with costs.

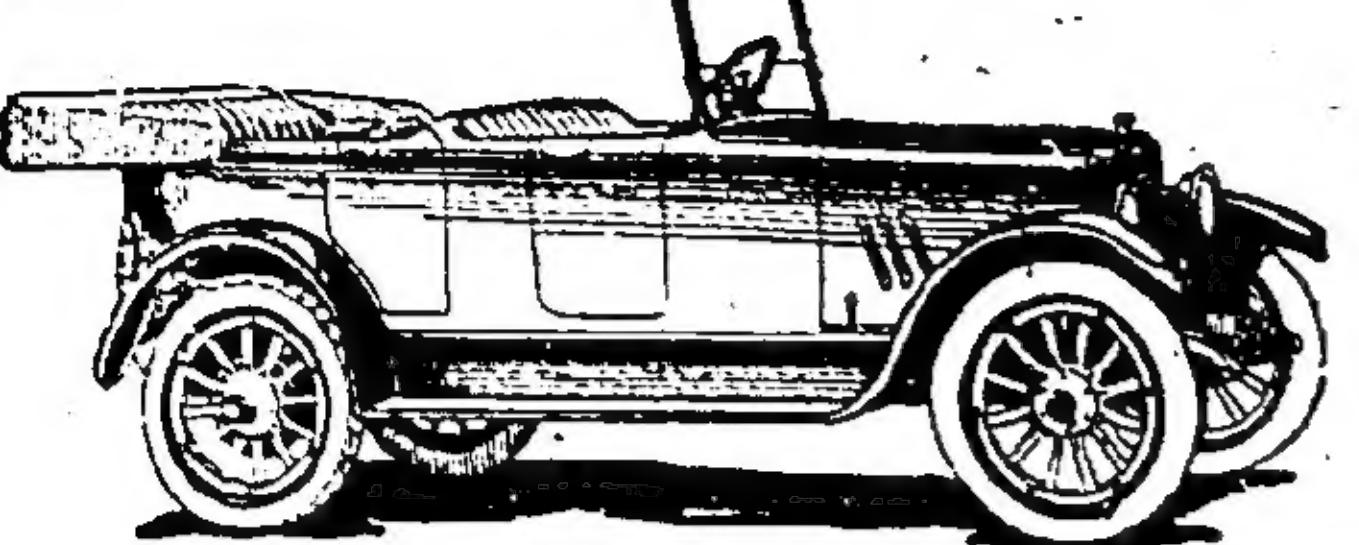
## MARINE MISDOINGS.

A Chinese hawk was sentenced by the Marine Magistrate (Lieutenant Conway Halse R.N.R.) this morning to three months' imprisonment with hard labour for unlawfully going aboard the s.s. "Eunice" without the master's permission. There had been three previous convictions recorded against him.

dacking than combination play. Theo. the Whiter broke away and scored twice, making the score at half-time three-all. The second half was not so fast. The Blues scored twice to their opponents' one and came out winners by the odd goal in the



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MANAGER

## TO-DAY'S CABLES.

(Rest's Services to the China Mail)

### ARBUCKLE CASE

#### GIRL WITNESS MYSTERIOUSLY DISAPPEARS.

SAN FRANCISCO, September 14.

In the course of preliminary legal proceedings in the Arbuckle case, the district attorney examined a witness professionally described as a motion picture bathing girl with the object of ascertaining if she had been induced to commit perjury in consequence of her alleged divergent statements to the authorities. The attorney suggested that undue influence was at work. It is stated that one girl witness had mysteriously disappeared from her home.

### LEAGUE AND LABOUR OFFICE.

#### DIFFICULT QUESTION LEFT IN SUSPENSE.

GENEVA, September 14.

The committee of the League of Nations adopted M. Adato's recommendation in favour of leaving the difficult question of relations between the international labour office and the council of the league in suspense.

### ODDS AND ENDS.

#### MAINLY SCISSORS LOOT.

##### Shackleton's Lucky Number.

A London correspondent to an exchange says that Sir Ernest Shackleton, the famous explorer, who is soon to set out upon another adventure to the Arctic, boasts of his lucky number—which is nine. The other day, in conversation with Dr. Macklin, the medical officer of the new expedition, Sir Ernest Shackleton said that he first went to sea on the ninth of April, was married on the ninth of April, set out on his first Arctic adventure on the ninth of a month, made his first discovery in Arctic regions on the ninth day of a month, and landed back in England on the ninth day of a month.

##### Statue To A Cook.

A monument is to be erected at Sira bourg to the man who invented *pate de foie gras*. This delectable form of preserved goose liver is now a staple product of Strasbourg. It is sold pickled, mixed with Perigord truffles, and a trade to the value of £800,000 was done in it annually up till 1914. Its inventor was a cook named Clos in the service of Marshal de Cadogan, a French officer who lived in the second half of the 18th century. The method by which the diluted liver is induced in the unfortunate geese is by keeping them in cramped surroundings and high temperature and gorging them with food several times a day.

##### "Wingless" Aeroplane.

The American test pilot, Bert Acosta, has just made a flight at Long Island, U.S.A., in a remarkable machine which, in addition to seating 30 passengers in the roomiest aeroplane saloon yet built, introduces a principle of construction, in effect, to render an aeroplane wingless. The experimental machine Remington-Burnell's air-liner, has a body 15 ft. wide, more than 6 ft. deep at its thickest point, and looks like a huge section of "slice" cut out of the middle of an enormous aeroplane wing. It is, in fact, cambered precisely like a wing, and, when drawn through the air by its engines at 100 miles an hour, exercises self-lifting effect equal to practically a ton, the biplane wings with which the machine is also fitted supplying the remainder of the lifting power.

##### A Voice that is Still.

All the world of song is poorer by the death of Enrico Caruso, the greatest tenor of our time, for a perfect voice is one of the rarest gifts. In any generation the really great singers can be counted on the fingers of one hand. There are often many who come very near to greatness, artists who only miss it by some minute imperfection of voice or temperament. But that seemingly narrow gulf they can never pass. To the supreme voice the world is ready to give enormous rewards, because those who possess it are so few and the emotions they can excite are so exquisite. It is the same in every walk of life. Rarity is, not unjustly, the measure of value, and the best can always command, as did Caruso, sums which seem altogether out of proportion to those obtained by the merely good. To some, as to the great French painter Millet, fame comes too late; but from that tragedy the great singer is saved. It is to his own time, not to posterity, that his gift appeals; and his reward comes fully in his life.

### CORRESPONDENCE.

#### INTERPORT BOWLS.

(To the Editor of the "China Mail.")

Dear Sir,—Is it known who are responsible for the selection of the four to meet Shanghai in Interport Bowls? Two men from the Police Club, and two from Tai Koo form the quartet, and one would imagine from that there were no other bowling clubs in the Colony. That the team chosen is a strong one I will admit, but I think an equally strong one could have been found that would have given wider representation. The names of Russell of Kowloon, and Pathyjohn of Civil Service are the first that occur to me, but, of course, there are many others.

Is it too late to alter the composition of the Hongkong side? Ferguson must be skip, though.

Very truly yours,

OLIVER NORTH.

Hongkong, September 14, 1921.

#### "CANTON PROPAGANDA."

(To the Editor of the "China Mail.")

Sir,—You have said in 1,150 words what might have been said in 5 words, i.e. Eugene Chen is too "literary." And yet you rate me for saying in 400 words what you have tried to say in 16. But surely, "as a paper which believes in plain words about facts, and prefers simple and forcible expression of ideas," you might have said the same thing in fewer words. To be precise, in 4 words, i.e. Bland is a boaster.

I must be "literary." There is a lot of Joubert, who says that certain critics resemble pretty nearly those who when they would laugh, show ugly teeth. I should be loath to suggest that you have done so in criticising me, more especially as the Director of the Canton Information Bureau informs me that the *China Mail* has hitherto been on the side of the argals in the struggle between Canton and the counter-revolution in China.

I add just one more comment. I adhere to the analogy between the position of China in January-February, 1915, and that of France in July-August, 1914. In his great speech on the eve of the British declaration of war, Sir Edward Grey stated in the House of Commons that England was under no *freight* obligation to go to the assistance of France. All the postwar "revelations" have not shaken the truth of that statement. And in the light of it, there is an unusual moral greatness in England's succour to France. So, at least, it seems to "this particular writer."

Yours etc.,

EUGENE CHEN.

Canton, Sept. 13.

### LOCAL AND GENERAL.

A provincial art exhibition will be held in Canton during the month of December.

A Kwangtung provincial chamber of commerce has been planned, in addition to the Canton city chamber of commerce.

Owing to the interport swimming contests the next Hongkong Jockey Club's kymkhana will be held on October 8, the date originally fixed.

A city bank has been planned for Wuchow. With a capital of \$2,000,000 raised partly by the city Government and partly by the local Chamber of Commerce, it is hoped the bank will improve financial conditions.

At the Hongkong Theatre starting from to-day to Friday a very fine Paramount Picture in five parts entitled "The Yankee Girl" is now screening, in which the rising star takes the leading role, followed with a two parts comedy "Distilled Love," featuring the well known comedy star "Alice Howell," concluding with interesting events from the new Garment Graphic.

Before Magistrate Lindsell this morning, a Eurasian lad named Henry de Cruz was charged with having absented himself from the House of Detention since September 5. Inspector Macdonald said that the defendant was granted leave from the house from 9 a.m. until 4 p.m. on September 5, but failed to return, and was not seen again until yesterday morning, when he was found lying under the verandah outside the Astor House drunk and incapable. The police had ascertained from enquiries made that the defendant had been in the Government Civil Hospital from September 5 until yesterday, when he was discharged. The defendant said that he was not a local boy. He belonged to Singapore, and did not know his way back to the house. The Magistrate passed sentence of 14 days' hard labour, and directed that the defendant should not be allowed out of the house again until the day by which he will be repatriated arrives.

### AMERICAN VISITORS

#### DINNER AT GOVERNMENT HOUSE.

Last night H.E. the Governor and Lady Stubbs gave a dinner to Major-General Wood, the new Governor of the Philippine Islands, Mr. W. Cameron Forbes, former Governor-General of the Islands, and the other members of the American Mission visiting Hongkong in the course of a brief tour of China and Japan.

General Woods, his son, Lieut. O. C. Wood, Mr. Cameron Forbes, Colonel F. B. McCoy, who has been recommended by General Wood for the vice-governorship of the Philippines, and Major Peter Bowditch were also the guests of Mr. A. G. Stephen, General Manager of the Hongkong and Shanghai Banking Corporation, who is an old friend of Mr. Cameron Forbes. The other members of the party—Mr. Ray Atherton, secretary of the American Legation at Peking, Colonel Gordon Johnston, Lt.-Commander S. F. Bryant, United States Navy, Messrs. Redmayne and Walker, secretaries to the Mission, and Mr. Reyes, editor of the Filipino daily newspaper *Vanguardia*—are staying at the Hongkong Hotel. General Wood visited the Repulse Bay Hotel yesterday and will probably remain there until to-morrow when the Mission leaves for the North.

Colonels McCoy, Johnston and Bowditch, and Lieutenant Wood, will return in the Islands with the new Governor General. The rest of the mission will return to the United States with ex-Governor Forbes, with the exception of Mr. Atherton, representative of the State Department, who will resume his work with the American Legation at Peking.

Mr. Forbes and those who will return with him to America will not go back to the Islands after their visit to China and Japan. From Tokyo they will proceed to the United States. The draft of the report on Philippine conditions as found in the investigation conducted by the Mission will be personally submitted by Governor Forbes.

A separate report on Philippine trade and its possibilities, foreign communities and opium, in all aspects, will be submitted by Mr. Atherton as member of the Mission on the part of the States Department.

### INTERESTING POLO MATCH.

#### GOVERNOR FORBES A PLAYER.

Several prominent members of the Mission, including Mr. Cameron Forbes, former Governor General of the Philippines, were members of an American polo team which played the Hongkong Polo Club yesterday afternoon. General Leonard Wood, the new Governor of the Philippines, was received by His Excellency the Governor, Sir Edward Stubbs, K.C.M.G. Lieut. General Sir George M. Kirkpatrick, K.C.B., K.C.S.I., American naval officers, and a number of well-known ladies and gentlemen were also present. The teams lined up as follows, the Americans playing in white and the Club in red.

American team: Governor Forbes (back); Colonel F. B. McCoy, U.S.A.; Lieut. Colonel Gordon Johnston, U.S.A.; Major Peter Bowditch, U.S.A.; Hongkong: Major Timmis (back); Capt. Neville, J. E. H. Bibby, H. C. Sergeant.

Although defeated by five clear goals, the American team played strenuously and gamely. Features of the play were the clever work of Sergeant who scored two goals in quick succession in the second chukker and Governor Forbes who gave a dashing display in the fourth. Bibby scored the first and fifth, Hongkong goals. The final goal was the outcome of good combination with Timmis and Sergeant.

### PASSENGERS.

#### ARRIVALS.

Per s.s. "Nanking," yesterday:—For Hongkong, Messrs. Y. O. Anderson, J. F. Buckley, G. Barlow, Capt. Fraywell and 55 Chinese saloon passengers. For Shanghai, Mr. R. B. Stubbs, Mrs. L. J. Stubbs. For Yokohama, Mr. I. J. Strubberg, Mr. & Mrs. A. J. Sutermeister, P. & S. San Francisco, Major C. P. J. Galloway, Mrs. P. M. Godefrey, Master W. A. Godefrey, Master H. C. Godefrey, Mr. and Mrs. E. Hall, Miss E. B. Hall, Mr. and Mrs. L. Landrock, Mr. and Mrs. W. H. Frazer, Mr. & Mrs. L. Schill, Mr. and Mrs. A. D. Wolsey, Miss F. Wolsey, Miss H. Wolsey, Miss D. Wolsey, Miss L. Wolsey and Miss E. Wolsey.

#### DEPARTURES.

Per s.s. "Diliwara," yesterday:—Mr. B. Carter, Mr. H. Wells, Mr. J. Ikeda, Mr. J. Valiram, Miss D. R. Amis, Mr. R. W. and Mrs. C. Young, Miss A. H. J. Frey, Mr. Q. D. Jackson, Dr. P. B. Soper, Mrs. O'Hara, Miss A. Inglis, Mr. D. H. Mr. N. S. Bulsara, Mr. G. Irie and Mr. Abdolcader. The E.A. s.s. "Albion" arrived at Sydney on Sept. 14. The s.s. "Tuscan Prince" is expected to arrive here from Hongkong on Sept. 15 about daylight. Agents, Furness (Fax) Ltd. The s.s. "St. Templar" (Blue Funnel Line) left Shanghai on Sept. 13 for New York via Hongkong. The vessel is due on Sept. 18 and will sail as above on Sept. 17.

### TO-DAY'S ADVERTISEMENTS.

#### ROYAL HONGKONG GOLF CLUB.

Happy Valley Course.  
16th Sept. to 16th April.

IN accordance with Government Notification, this Course is available for daily play up to 1 p.m. except on TUESDAYS and SUNDAYS when it is available all day. Ladies may play any day in accordance with above. Only two-ball matches are allowed on TUESDAY and SUNDAY afternoons when Ladies are requested to play in Mixed Fourtoms, or Mixed Singles only.

Hongkong, September 14, 1921.

#### HONGKONG JOCKEY CLUB.

OWING to Interport Swimming Contests the original date, OCTOBER 8th, has been referred to for next GYMKHANA. Draft Programmes and Entry Forms may be obtained at Race Course, Hongkong Club and Stables. Entries CLOSE TUESDAY, 27th September. Hongkong, September 14, 1921.

#### NOTICE OF REMOVAL.

THE BANK OF EAST ASIA, LTD.

NOTICE IS HEREBY GIVEN that THE BANK OF EAST ASIA, LIMITED, will REMOVE on MONDAY, September 19th, to their new premises, No. 10, Des Voeux Road Central. Hongkong, September 14, 1921.

### WANTED.

WANTED—CHIEF OFFICER and CHIEF ENGINEER for the new Motor Ship, "TECK LEE," about 540 tons register. The "TECK LEE" will trade between Siam, Straits, Java and China carrying rice outwards and general cargo homewards. Chief Engineer should have a good working knowledge of Diesel Motors, the guarantee Engineer will sail for some time. Apply with copies of testimonials, e.c., to the Owners, Messrs. BERL & COMPANY, LIMITED, Bangkok, Siam.

### PUBLIC AUCTIONS.

THE Undermentioned have received instructions to sell by Public Auction, (on account of the CONCERNED),

ON TUESDAY, September 20, 1921, commencing at 1.30 p.m., at their Sales Rooms, No. 8, Des Voeux Road, Corner of Lee House Street.

TEAKWOOD AND BLACKWOOD FURNITURE, BRASS AND TEAKWOOD TWIN BEDSTEADS, CARPETS,

Comprising:—Dining Suites, Chesterfield Sofas, Arm-chairs (new), Card and Occasional Tables, Teakwood Twin Bedsteads, large and small Wardrobes, Dressing Tables and Chairs, Washstands, (new) Teakwood, Sideboards, Dinners, Wagon, Dining Services, Crochery, & Glass Ware, Cooking Stoves, Cutlery, &c., Bath Room Utensils, Electro-plated Ware, One American Ice Chest. Electric Sewing Lamps, Screens, Sundry Blackwood Furniture, Chairs, Cabinets, Pictures, Enamel Bath, &c., &c.

(Full Particulars from Catalogue). Terms: Cash on delivery. RUGGES & HOUGH, Auctioneers. Hongkong, September 14, 1921.

(FOR ACCOUNT OF THE CONCERNED)

ON TUESDAY, September 20, 1921, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Des Voeux Road, Corner of Lee House Street.

About Forty Lots of Cut-Glass from the well-known firm of Val St. Lambert, and

About Ten Lots of Italian Marble Statuettes, &c., &c. (Full Particulars from Catalogue). Terms: Cash on delivery. RUGGES & HOUGH, Auctioneers. Hongkong, September 14, 1921.

### TO SECRETARIES OF CLUBS AND OTHER INSTITUTIONS.

ALL preliminary notices of forthcoming meetings, lectures and entertainments, sent for insertion in the news columns of the *China Mail*, are charged for at the rate of \$1 each, (as announced in May and June of last year) providing that they do not occupy more than four lines. In future if this space is exceeded they will be placed in the advertising columns at the prevailing rates.

### CHRONIC DIARRHOEA.

ARE you subject to attacks of diarrhoea? Repel absolutely quiet for a few days, rest in bed if possible, to cure full of your diet and take Chamberlain's Colic and Diarrhoea Remedy. This medicine has cured cases of chronic diarrhoea that physicians have failed on, and it will cure you. For sale by all Chemists and Druggists.

### NOTICES.

## LANE, CRAWFORD & CO.

DELICIOUS PINEAPPLE BACON \$1.00 per lb.  
PINEAPPLE HAMS - - - \$1.10 per lb.  
HALF HAMS \$1.30 per lb.  
AMERICAN CHEESE - - - 85 cts. per lb.  
ENGLISH CHEDDAR CHEESE \$1.20 per lb.

### CHEESE IN TINS

AMERICAN CHEESE - per Tin \$1.00  
" SWISS " " " \$1.10  
" CAMEMBERT " " " \$1.10  
EDAM DUTCH CHEESE each \$4.75

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## JUST RECEIVED

NEW STOCK OF STRINGS FOR

VIOLIN,  
'CELLO

and DOUBLE-BASS.


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Sole Agents:—

Suzuki & Co.

**SAKURA BEER**  
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**Berger's Paints**  
Colours, Enamels, Varnishes  
PREPARED PAINTS OF ALL KINDS AND COLOURS.  
BERGER'S LIQUID RED LEAD covers 50 per cent. more surface, weight for weight, than the ordinary hand-mixed Red Lead.  
MATTING—The oil paint you thin with water. Covering capacity one third more than that of Washable Distemper.  
STRUCTURAL & ROOF PAINT—A preservative.  
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LEWIS BERGER & SONS, LIMITED.  
PRICES ON APPLICATION—STOCKS LIMITED.  
SOLE AGENTS—  
W. R. LOXLEY & CO.  
MR. BERGER MADE FINE COLOURS IN LONDON IN 1761.

## Do you know

that the money you apply to the purchase of Wilkinson's Tamsan is in measure as it be much or little. The most profitable of any or of all of your best investments.

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## SHIPPING

## HONGKONG, CANTON &amp; MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON &amp; MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION CO., LTD.

## HONGKONG-CANTON LINE

Sailings:—To Canton daily at 8 a.m. and 10 p.m. (Sundays 10 p.m. only).  
From Canton daily at 8 a.m. and 5 p.m. (Sundays 5 p.m. only).

SERVICE OF THE HONGKONG, CANTON &amp; MACAO STEAMBOAT CO., LTD.

## HONGKONG-MACAO LINE

Sailings:—To Macao daily at 8 a.m. and 2 p.m. (Sundays at 8 a.m. only).  
From Macao daily at 8 a.m. and 2 p.m. (Sundays at 8 p.m. only).

Further information may be obtained at the Company's Office, Hotel Mansions, or from Messrs. Tsoa, Cox &amp; Son, Booking Agents, Hongkong.

## DODWELL &amp; COMPANY, LTD.

## REGULAR SAILINGS TO NEW YORK &amp; BOSTON.

FOR NEW YORK AND BOSTON.  
Via SUEZ.

S.S. "KENDAL CASTLE" .....Sailing on the 30th September.

## LLOYD TRIESTINO

TAKING CARGO ON THROUGH BILLS OF LADING  
FOR LEVANT, BLACK SEA & DANUBE PORTS

FIGURE having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

FOR BRINDISI, VENICE, AND TRIESTE.

S.S. "PERIA" .....Sailing 2nd half of October.

FOR SHANGHAI.

S.S. "PERIA" .....Sailing on or about 10th October.  
Passenger's Luggage can be insured at the office of the Agents.

## NATAL LINE OF STEAMERS

Regular Passenger and Cargo Service to

SAILING FROM COLOMBO TO  
SOUTH AFRICAN PORTSS.S. "UNIONA" .....Sailing the beginning of Oct.  
S.S. "UNVOLOS" .....Sailing on or about 3rd Sept.  
Through Bills of Lading issued from HongkongFor Freight or Passage on any of the above Lines apply to—  
DODWELL & CO., LTD., Agents.

## OSAKA SHOSHEN KAISHA

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON ANTWERP, ROTTERDAM &amp; HAMBURG—Monthly direct service via Singapore and Port Said.

ALTAI MARU .....Wednesday, 6th Oct.

BUENOS AIRES—Río de Janeiro, Santos, Durban &amp; Cape Town via Singapore.

SEITEL MARU .....Friday, 21st Oct.

BOMBAY &amp; COLOMBO—Regular fortnightly service via SINGAPORE.

PEKING MARU .....Wednesday, 14th Oct.

RASADO MARU .....Wednesday, 14th Oct.

DELI &amp; BANGKOK via SINGAPORE &amp; SINGAPORE—Regular Monthly service.

EISHU MARU .....Saturday, 1st Oct.

SYDNEY &amp; MELBOURNE—Monthly service taking cargo to New Zealand and Victoria.

VICTORIA, VANCOUVER, SEATTLE &amp; TACOMA—Via Shanghai and Yokohama.

Yokohama—Regular fortnightly passenger service touching at intermediate ports in Japan taking cargo to OVERLAND POINTS U.S. in connection with Chicago.

ALABAMA MARU .....Tuesday, 20th Sept.

NEW YORK via PANAMA .....Tuesday, 4th Oct.

NEW ORLEANS via SUEZ .....Wednesday, 14th Sept.

CELESTES MARU .....Tuesday, 20th Sept.

BORNEO MARU .....Friday, 14th Oct.

JAPAN PORTS—Shanghai, Kobe &amp; Yokohama.

BURMA MARU .....Monday, 3rd October.

KEELUNG via SWATOW &amp; AMOY—These steamers have excellent accommodation for 1st and 2nd class passengers and will arrive at and depart from the O.S.S. wharf near the Harbour Office.

AMAKUSA MARU .....Sunday, 18th Sept.

TAKAO via SWATOW and AMOY.

GOREU MARU .....Thursday, 22nd September.

For sailing dates and further particulars please apply to—  
Y. YASUDA, Manager, No. 1, Queen's Building.

Tel. No. 744 and 745.

## NEW YORK DIRECT.

JOINT SERVICE OF THE

## "BLUE FUNNEL" LINE

(OCEAN S.S. CO., LD. &amp; CHINA MUTUAL S.S. CO., LD.)

## AMERICAN &amp; MANCHURIAN LINE

(ELLERMAN &amp; BUCKNALL S.S. CO., LD.)

SAILINGS FROM HONGKONG.

"KNIGHT TEMPLAR" .....Via Suez Canal .....18th Sept.

"BURYMACUS" .....Via Suez Canal .....18th Oct.

"CITY OF ADELPHI" .....Via Suez Canal .....15th Nov.

"TYDEUS" .....Via Suez Canal .....15th Nov.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to

BUTTERFIELD &amp; SWIRE &amp; THE SHANK LINE, LD., HONGKONG

HONGKONG &amp; CANTON REIMS &amp; CO., CANTON.

## THE KWONG HIP LUNG CO., LTD.

ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON FOUNDERS. All work done to the highest standard and guaranteed. We have over thirty years' experience. We have two shipyards and can accommodate any craft of 200 tons tonnage.

Work Office: 64, CONNELL ROAD, CENTRAL, HONGKONG. Telephone No. 429.

Agents: Messrs. Tsoa, Cox &amp; Son, Kowloon, Hongkong. Telephone No. 5.

Kowloon furnished on application.

Kowloon, April 1, 1921.

## SHIPPING

C. N. O.  
CHINA NAVIGATION CO., LTD.

SAILING SUBJECT TO ALTERATION.

FOR	STEAMERS	TO	DATE
SHANGHAI	SOCHOW	To-morrow	Noon
HOIHOW, PAKHOI & HAIPHONG	SAIKONG	Sept. 15, at 9 a.m.	
SHANGHAI	SAIKONG	Sept. 15, at 10 a.m.	
SWATOW & BANGKOK	HANYANG	Sept. 20, at 10 a.m.	
SHANGHAI	SEICHUEN	Sept. 20, at Noon	
NEWCHANG AND TIENTSIN	CHIKANG	Sept. 20, at Noon	
SWATOW AND SINGAPORE	NANCHOW	Sept. 21, at 10 a.m.	
SHANGHAI AND TIENTSIN	CHIKANG	Sept. 22, at Noon	
SHANGHAI AND TIENTSIN	CHIKANG	Sept. 24, at 4 p.m.	

SHANGHAI LINE—PASSENGERS, MAIL and CARGO. Krooman Island steamship service. Electric Fans in Saloon and State Cabin. Regular schedule service between Canton, Hongkong, Shanghai (twice weekly) and Tientsin (weekly), taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—  
BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 38.



Operating the following U.S. Shipping Board Steamers

## PASSENGER &amp; FREIGHT SERVICE

For VICTORIA, R.C. AND SEATTLE.

Calling Shanghai, Kobe, Yokohama.

Leave Hongkong. Arrive Seattle.

S.S. "SILVER STATE" .....Oct. 15th.

For HONOLULU AND SAN FRANCISCO.

S.S. "HAWKEYE STATE" .....Oct. 2nd.

For Manila.

S.S. "HAWKEYE STATE" .....Sept. 20th.

FOR PORTLAND DIRECT.

Calling Manila, Shanghai, Kobe &amp; Yokohama.

S.S. "PAWLETT" .....Sept. 20th.

S.S. "LOAN" .....Oct. 15th.

Through Bills of Lading issued to Overland common points Passenger and Freight Particulars. Apply to—

## THE ADMIRAL LINE,

Telephones 2477 &amp; 2478. 5th Floor, Hotel Mansions

## SERVICE TO UNITED STATES

For NEW YORK and/or BOSTON.  
Via Panama.

S.S. "SCHUDACK" .....Sept. 20th.

For freight space and particulars apply to—

## THE BARBER STEAMSHIP LINES, INC.

## THE ADMIRAL LINE,

TELEPHONE 2477 &amp; 2478. AGENTS 5th Floor HOTEL MANSIONS

## THE ADMIRAL LINE.

PACIFIC STEAMSHIP CO.

REGULAR SERVICE

TO

SAIGON-SINGAPORE-BATAVIA

and other JAVA PORTS.

PASSENGERS &amp; FREIGHT.

FOR SINGAPORE DIRECT.

CADAREITA .....15th Sept.

FREIGHT ONLY.

FOR SAIGON.

OPERATED FOR ACCOUNT OF U.S. BOARD.

OFFICES

5th Floor, HOTEL MANSIONS. PASSENGER OFFICE. QUEEN'S BUILDING, &amp; ICE HOUSE ST.

TEL. HONG 2477 &amp; 2478.

## NANYO YUSEN KAISHA

(The South Sea Mail S.S. Co., Ltd.)

REGULAR FREIGHT AND PASSENGER SERVICE

BETWEEN

JAPAN, HONGKONG &amp; JAVA.

Sailings subject to alteration.

FOR JAVA.

Ports of call—Batavia, Samarang, Soerabaya, Manassar and Balikpapan.

S.S. "CHERIBON MARU" .....Sailing on 26th Sept.

FOR JAPAN.

Ports of call—Moji, Kobe, Osaka and Yokohama.

S.S. "MACASSAR MARU" .....Sailing on 15th Sept.

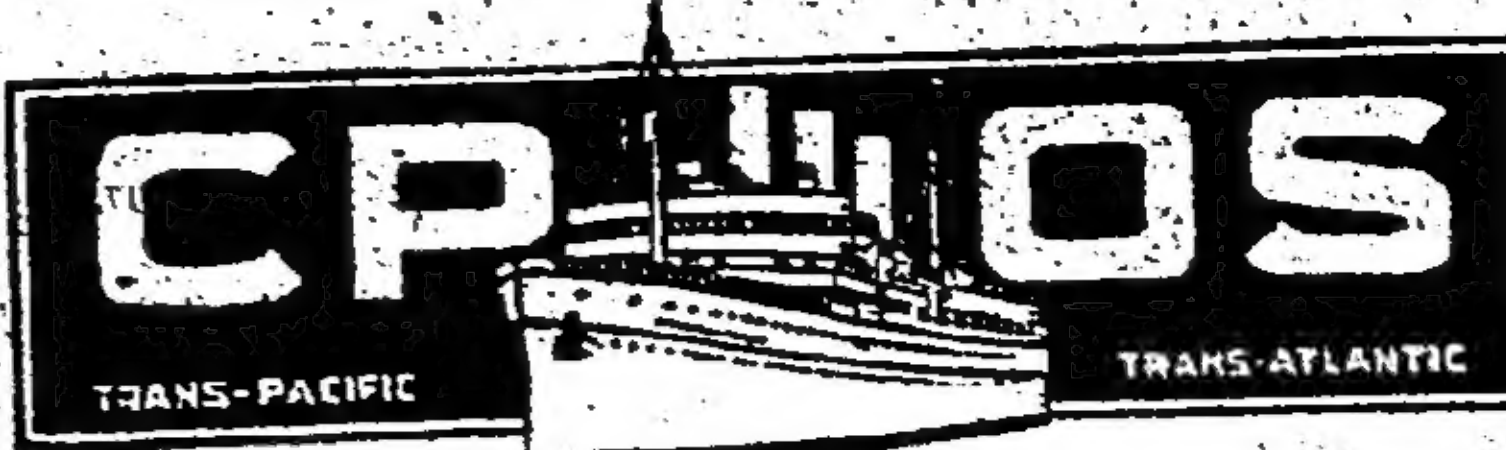
All steamers have excellent passenger accommodations, and are fitted with Electric Light, Engine, and Wireless Telegraphy.

For further information please apply to—

K. SUZUKI, Manager, No. 5, Queen's Hotel Central.

Telephone No. 2205.

## SHIPPING



## HOME VIA CANADA.

Hongkong to England.

Via SHANGHAI, NAGASAKI, (Moji) KO YOKOHAMA, VANCOUVER &amp; MONTREAL.

PACIFIC STEAMER	FROM HONGKONG	DEPART VANCOUVER	ATLANTIC STEAMER	FROM CANADA	DEPART LIVERPOOL
E. Asia	Sept. 15	Oct. 5	E. France	Oct. 15	Oct. 25
E. Japan	Sept. 30	Oct. 11	E. France	Oct. 15	Oct. 25
E. Russia	Oct. 13	Oct. 31	Victorian	Nov. 11	Nov. 20
Monteagle	Oct. 28	Nov. 19	E. Britain	Nov. 26	Dec. 4

Other Atlantic Sailings every few days to Liverpool, London, Southampton, Glasgow, Antwerp &amp; Havre.

Allotment of accommodation on these steamers is held in Hongkong. Through reservations made and tickets issued here. Early reservation necessary.

Three Transcontinental Trains Daily.

Standard Sleeping Cars, Compartments &amp; Drawing Rooms.

Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

CANADIAN PACIFIC OCEAN SERVICES, LTD.

Hongkong Office. Telephone 732. Cable Address GACANPAC.

## CHINA MAIL S.S. CO., LTD.

INCORPORATED IN U.S.A.

FAST FREIGHT AND PASSENGER SERVICE.

"NANKING" "NILE" "CHINA"

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

HONGKONG to SAN FRANCISCO

via Shanghai, Japan Ports and Honolulu

S.S. "NANKING" Sept. 18th

S.S. "CHINA" Nov. 3rd.

HONGKONG to SINGAPORE

S.S. "CHINA" Oct. 15th

S.S. "NANKING" Nov. 23rd.

FAST FREIGHT SERVICE

Through Bills of Lading issued to all points in United States &amp; Canada also.

Cargo accepted on Through Bills of Lading for transshipment at San Francisco to weekly sailings for principal Atlantic Ports.

PRINCE'S BUILDING, ICE HOUSE STREET. TEL. HONGKONG DEPT. &amp; AGENT. No. 1934.

TEL. HONGKONG DEPT. &amp; AGENT. No. 2161.

NEW SERVICE TO JAVA

China Mail S.S. Co., Ltd.

INCORPORATED IN U.S.A.

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

HONGKONG to JAVA

Calling at Singapore, Batavia, Samarang and Soerabaya.

S.S. "NILE" October 6th.

FAST FREIGHT SERVICE

Through Bills of Lading issued to all points in United States &amp; Canada also.

Cargo accepted on Through Bills of Lading for transshipment at San Francisco to weekly sailings for principal Atlantic Ports.

PRINCE'S BUILDING, ICE HOUSE STREET. TEL. HONGKONG DEPT. &amp; AGENT. No. 1934.

TEL. HONGKONG DEPT. &amp; AGENT. No. 2161.

AMERICAN &amp; ORIENTAL LINE.

NEW YORK via SUEZ

Subject to change without notice.

ORIENTAL AFRICAN LINE.

INDIAN AFRICAN LINE.

Cargo carried on Through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN direct or with transshipment at CAIRO, ADEN and COLOMBO.

For particulars apply to—

THE BANK LINE, LTD.

MANAGING AGENTS.

"ELLERMAN" LINE.

(ELLERMAN &amp; BUCKNALL Steamship Co., Ltd.)

JAPAN, CHINA AND STRAITS

TO

UNITED KINGDOM &amp; CONTINENT.

FOR PARTICULARS OF SAILINGS SHIPPERS ARE REQUESTED TO APPROACH THE UNDERSIGNED.

For LONDON, ROTTERDAM AND HAMBURG.

For LONDON, ROTTERDAM, HAMBURG AND GLASGOW.

Subject to change without notice.

THE BANK LINE, LTD.

MANAGING AGENTS.

"ELLERMAN" LINE.

(ELLERMAN &amp; BUCKNALL Steamship Co., Ltd.)

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For LONDON, ROTTERDAM, HAMBURG AND GLASGOW.

Subject to change without notice.

THE BANK LINE, LTD.

MANAGING AGENTS.

## NOTICE TO SHIPPERS AND PASSENGERS.

## VESSELS DUE

FROM SHANGHAI.

Sept. 15—R. F. Knight Templar.	
16—R. F. Ruyppus.	
17—R. F. Dumars.	
18—R. F. Ruyppus.	
19—R. F. Ruyppus.	
20—R. F. Ruyppus.	
21—R. F. Ruyppus.	
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6—R. F. Ruyppus.	
7—R. F. Ruyppus.	
8—R. F. Ruyppus.	



3H. PP. N8

# P. & O.-BRITISH INDIA APCAR AND EASTERN & AUSTRALIAN LINES

(COMPANIES INCORPORATED IN ENGLAND).  
MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST  
INDIES, MAURITIUS, EAST AND SOUTH AFRICA, AUSTRALASIA,  
INCLUDING NEW ZEALAND AND QUEENSLAND PORTS, RED  
SEA, EGYPT, EUROPE, &c.

## PENINSULAR & ORIENTAL SAILINGS (South)

S. S.	Tons	From Hongkong (about)	Destination
"KHYBER"	9,100	18th Sept.	MARSHALLS, LONDON & A. W. P.
"KHYBER"	9,100	14th Oct.	MARSHALLS, LONDON & A. W. P.
"KHYBER"	9,100	11th Nov.	MARSHALLS, LONDON & A. W. P.

## BRITISH INDIA-APCAR SAILINGS (South)

S. S.	Tons	From Hongkong (about)	Destination
"TANDA"	7,100	18th Sept.	Calcutta, via Singapore Penang and Rangoon.

## EASTERN & AUSTRALIAN SAILINGS (South)

S. S.	Tons	From Hongkong (about)	Destination
"EASTERN"	4,000	22nd Sept.	Manila, Thursday Island, Townsville, Brisbane, Sydney and Melbourne.
"ARAFURA"	6,000	17th Oct.	

## SAILINGS TO SHANGHAI & JAPAN

S. S.	Tons	From Hongkong (about)	Destination
"SARDINIA"	6,800	28th Sept.	Japan via Shanghai.
"GREGORY APCAR"	5,000	28th Sept.	Shanghai and Japan.

## SPECIAL STEAMER.

The P. & O. S.S. "EGYPT" is expected to leave Hongkong on or about the  
16th January, 1922, taking passengers and cargo for MARSHALLS and LONDON  
calling at Bombay.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

1st Saloon Passengers may travel by E.I.S.N. Company's steamers between  
Singapore and Calcutta via Singapore and Madras in lieu of the section of  
their P. & O. tickets from Singapore to Calcutta.  
All cabins are fitted with Electric Fans free of charge.  
Steamers and sailing dates are liable to be cancelled or altered without notice.  
Parcels Measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the  
Company's Office up to noon on the day previous to sailing.  
For further information, Passage Fares, Freight, Handbooks, etc., apply to—  
**MACKINNON, MACKENZIE & CO.**  
23, Des Voeux Road Central, HONGKONG. Agents.

## E. HING & CO.

LARGE STOCK OF SHIPBUILDING MATERIALS,  
viz. Steel Ship Plates, Angles and Bars.  
Also Shipchandlery Articles.

Telephone No. 1118. 25, Wing Wo Street, Central.

## N. Y. K.

NIIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA OR VANCOUVER via Shanghai  
& Japan ports.

Cargo to Overland Points U.S. in connection with Great Northern, Northern  
Pacific, and Chicago, Milwaukee & St. Paul Railways.

KASHIMA MARU ... Thursday, 29th Sept. at 11 a.m.  
SUWA MARU (Nagasaki direct) ... Saturday, 2nd Oct. at 11 a.m.  
FUSHIMI MARU (Nagasaki direct) ... Saturday, 19th Nov. at 11 a.m.

LONDON & ANTWERP via Singapore, Malacca, Penang  
Colombo, Suez, Port Said & Marseilles.

KITANO MARU ... Friday, 18th Sept. at 5 p.m.  
INABA MARU ... Friday, 20th Sept. at 11 a.m.

HAMBURG, LONDON & ROTTERDAM.  
MITO MARU ... Middle of October.

LIVERPOOL, GLASGOW & Marseilles.  
LISBON MARU ... Monday, 3rd October.

SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday  
Island, Townsville & Brisbane.

TANGO MARU ... Tuesday, 20th Sept. at 11 a.m.  
NIKKO MARU ... Tuesday, 18th Oct. at 11 a.m.

NEW YORK & CUBAN PORT via PANAMA.

DAKAR MARU ... Tuesday, 20th September.  
DURBAN MARU ... Thursday, 20th Oct.

SOUTH AMERICAN PORTS via Cape.

KANAGAWA MARU ... Monday, 19th September.  
KAWACHI MARU ... Middle of November.

BOMBAY & COLOMBO via Singapore and Penang.

TAJSONO MARU ... Sunday, 25th Sept.

CALCUTTA & RANGOON via Singapore & Penang.

NAGANO MARU ... Saturday, 24th Sept.

JAPAN PORTS—Nagasaki, Kobe, & Yokohama.

NIKKO MARU ... Friday, 16th Sept. at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.  
IYO MARU ... Friday, 16th Sept. at 11 a.m.  
MATSUO MARU ... Saturday, 24th Sept.  
SANO MARU ... Sunday, 25th Sept.

For further information apply to—  
**NIIPPON YUSEN KAISHA**  
K. H. KAMEI, Manager.  
Telephone No. 292.

## EARLIER TELEGRAMS.

(Reuter's Service to the China Mail.)

### WAR IN ASIA MINOR.

LONDON, September 13th.  
Latest reports from Anatolia indicate  
that the Greeks and the Turks have  
fought to a standstill. The Greeks are  
on the outskirts of Angora, but both  
armies need to be reorganised before fur-  
ther heavy fighting is possible.

### CHARGE AGAINST "PATTY" ARBUCKLE.

SAN FRANCISCO, September 13th.  
"Patty" Arbuckle has given the police  
his version of how Virginia Rappe, who  
was a beautiful girl, equally well-known  
in New York and the West, met her  
death. He says that she became hyster-  
ical after several drinks at a party, and  
began to tear of her clothes. The other  
guests tried to calm her by immersing  
her in a cold bath, but her condition  
worsened and she was removed to hos-  
pital, where she died.

On the other hand, the police and other  
statements differ widely. The doctor's  
autopsy shows that death was due to an  
internal injury, causing peritonitis.  
There were also external bruises.  
The exhibition of the Arbuckle films  
has been adversely affected.

UNEMPLOYED DISTURBANCES.  
LONDON, September 13th.  
Yesterday's disturbances in Liverpool  
centred round the Walker Art Gallery,  
which a crowd of some thousand student-  
ly attempted to rush the police guarding  
the Gallery, who were surprised and over-  
whelmed. There was a sturdy conflict  
on the steps leading to the building, in  
the course of which a couple of hundred  
demonstrators won admission.  
In the meanwhile, police reinforcements  
were hurried along. They drove back  
the main portion of the crowd and locked  
the Gallery doors, thereby trapping the  
invaders, who endeavoured to escape.  
A melee ensued, the police freely using  
batons. When they secured the upper  
hand, the doors were reopened. A hun-  
dred of the invaders were injured and  
100 arrested. Several peaceful visitors  
fainted.

## MASSAGE.

Mr. RONDA and Mrs. RONDA  
14 years' experience.  
No. 24, Wyndham Street,  
(Opposite to the China Mail).

## THE WATER SUPPLY.

Level and Storage of water in reservoirs  
on the 1st August, 1921.

NEW AND OLD DISTRICT WATER WORKS

LEVEL.

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## NOTICES TO CONSIGNEES.

TOYO KISEN KAISHA.

NOTICE TO CONSIGNEES.

HE Steamship.

"KOREA MARU."

From SAN FRANCISCO via HONO-  
LULU, JAPAN PORTS  
SHANGHAI & MANILA.

The above named steamer having  
arrived on Monday, the 12th Sept.,  
1921, consignees of cargo are hereby  
notified to present their Bills of Lading  
for counter-signature, and take  
immediate delivery from alongside  
steamer or the Company's Godown,  
where all cargo impeding immediate  
discharge will be landed at consignees'  
risk.

Storage will be assessed on cargo  
remaining undelivered after Monday,  
the 12th September.  
All broken, chained and damaged  
packages will be landed into the Com-  
pany's Godown, where same will be  
examined on Tuesday, the 20th Sep-  
tember, at 11 a.m.

No claims will be recognised after  
goods have left the Steamer or Godown,  
and none will be entertained if present-  
ed later than three weeks after arrival  
of steamer.

No fire insurance whatever will be  
accepted.

Y. TSUTSUMI

Manager.

Hongkong, Sept. 12, 1921.



## HONGKONG HOTEL COLD STORES

COMPRADORE DEPARTMENT.

(Telephone No. 483).

OPEN 7.30 A.M. TO 10 P.M.

## FRESH CREAMERY BUTTER

"SHAMROCK" BRAND ... \$1.25 per lb.

## CHEESE

McLAREN'S ... \$1.25 per lb.

## FISH

CANADIAN SALMON ... 60 cts. per lb.

HADDOCK ... 50 cts. per lb.

KIPPERS ... 45 cts. per lb.

## POULTRY

CANADIAN TURKEY ... \$1.50 per lb.

## FRUITS

GRAPE FRUIT ... 30 cts. each.

ORANGE ... 15 cts. each.

APPLES ... 40 cts. per lb.

## VEGETABLES

CANADIAN POTATOES ... .08 cts. per lb.

THE ABOVE PRODUCE IS IMPORTED TO OUR ORDER AND STOCKED IN OUR OWN REFRIGERATORS.

## TO-DAY'S CABLES.

(Reuter's Service to the China Mail.)

## UNEMPLOYMENT PROBLEM ACUTE.

## CABINET COMMITTEE MEETS.

LONDON, September 13.

An official report of the meeting Cabinet unemployment committee says that the committee reviewed the whole position with regard to unemployment and considered means to relieve the present distress and measures required to provide for the situation in the winter. The committee was informed that 1,527,000 wholly unemployed and 400,000 working on short time were registered at the employment exchanges on September 20. About 290,000 persons had exhausted their unemployment benefit right, but would be again entitled to draw benefit for a further sixteen weeks from November 2. This should materially relieve the position. The committee examined various proposals with regard to methods of giving financial assistance to local authorities in districts where unemployment was particularly severe who were prepared to undertake relief schemes upon genuine work of public utility.

## \$10,000,000 OIL PIPE LINE.

## MEXICAN GOVERNMENT'S CONCESSION TO LOS ANGELES FIRM.

Mexico City, September 13.

The Government has granted concession to Messrs. Clay and T. Yenby, of Los Angeles to construct an oil pipe line from Puerto Mexico to Salina Cruz. The line will follow the Tehuantepec railway at an estimated cost of \$10,000,000. It will be completed in ten years.

## OVER \$5,000,000 MORE.

## FRENCH EXCISES AND MONOPOLIES FOR AUGUST.

PARIS, September 13.

The proceeds of the excises and monopolies for August last exceed those for August of 1920 by over \$5,500,000.—Havas.

## EXCHANGE VAGARIES.

## SHARP FLUCTUATIONS ON PARIS BOURSE.

PARIS, September 13.

Sharp fluctuations in foreign exchanges were features of yesterday's Paris Bourse, sterling and the dollar rising strongly against the franc. According to company circles opinion, the movement is but the consequence of the situation arising from stocks being almost exhausted.—Havas.

## FRENCH TRADE REVIVAL.

PARIS, September 13.

Manufacturers in view of the trade revival are now hastening to cover their needs abroad.

## FRENCH TEXTILE TRADE DISPUTE.

## GENERAL STRIKE THREAT PARTIALLY MATERIALISES.

PARIS, September 13.

In Northern France the textile trade dispute over the proposed wages reduction has culminated in the threat of a general strike, which, however, has only materialized partially. Adequate measures have been taken at once to maintain order. Complete order has prevailed hitherto.—Havas.

## BERLIN STRIKE OVER.

BERLIN, September 13.

The electricians' strike has ended. [Owing to this strike the Berlin newspapers were unable to appear, trams were stopped, and the supply of electric light was suspended.]

## SHIPPING.

## AIRSHIPS V. STEAMSHIPS.

## INTERESTING COMPARISON.

The following very interesting leading article appears in the current issue of *The Engineer*—

In pursuance of the policy announced in the House of Commons on the introduction of the Air Estimates, it was officially intimated that unless a firm offer to take over and operate the existing airships in the country for commercial purposes were received by August 1st the Air Ministry would discontinue all airship activities, and would hand the vessels, stations, and material to the Disposal Board. It may be recalled that the Government has offered to present, free of any charge, to a suitably constituted British commercial airship company the three airships R33, R36, and R30, the two ex-German airships L64 and L71, and the airship R37, on which, when nearly completed, work has been suspended. With the exception of the ex-German airships, these vessels are fitted with bow-mooring arrangements, while one of them—the R36—is fully equipped for the carriage of passengers. The Government is also prepared to make a free gift to the proposed company of all its spare engines and other airship material and stores, to assist the company with all available information, to lend it for a period any airship specialists required, and to lease or sell to it the Cardington and Pulham air bases as they now stand. This offer, involving, we believe, the gift of over one million pounds' worth of material, has been before the country for some months, and has, we know, been the subject of much discussion among people likely to be interested in the commercial operation of airships. That no one so far has shown any inclination to do anything more than discuss it is a clear indication that, in the opinion of those concerned, the commercial operation of airships is unlikely to yield sufficient return in the present state of the art, and in the prevailing conditions affecting transport services in general. Is that view justifiable, and, if so, on what particular point or points connected with the operation of an airship service can it be established?

Assuming—and it is a large assumption—that there is a public awaiting the advent of the commercial airship service, we may endeavour to obtain some guidance as to the commercial prospects of such a service by comparing the qualifications and performance of the existing passenger airship R36 with those of an ocean-going passenger steamship. It is not easy to select the particular marine vessel that may justly be compared with the airship. A steamship of the size and speed of the "Mauretania" is well known, under present conditions, to be uneconomical, and as a basis of comparison may be expected to show the airship in a too favourable light. On the whole, we are of opinion that a steamship of the size and speed of the "Mauretania" is probably the least exceptional standard that can be adopted. That vessel is certified for 1,995 passengers, and carries a crew numbering 513. Allowing her four weeks for the round voyage to America and back, and assuming that she runs all the year round and on each trip carries 100 per cent. of her capacity, she is capable of transporting 51,870 passengers per year. The airship R36 is fitted with accommodation for 50 passengers, and carries a crew of 28. With her speed of 65 miles an hour she ought to perform the round trip in seven days. Running with full capacity all the year round she should thus be capable of carrying 5,200 passengers per year. It therefore, appears that so far as passenger-carrying capacity is concerned, ten airships of the R36 class are equivalent to one "Mauretania". The total horse-power of the engines of these ten airships would be 15,700; that of the main engines of the "Mauretania" is 21,000. The aggregate crews of the ten airships would be 280; the crew of the "Mauretania" numbers 513. In both these important respects, therefore, economy is distinctly on the side of the airship. This result is, we feel, surprising, for economy in any respect is not generally associated with aerial transport. Stated generally, it means that for the same total passenger-carrying capacity over a given period of time, the airship, on

the same average factor of passenger loading, is 25 per cent. more economical in power expenditure than the steamship, and 45 per cent. more economical in the matter of crew. This very favourable result must not, however, be accepted at its face value; it has to be tempered by several considerations. In the first place it has to be observed that the higher the speed of a vessel the greater is the strain thrown upon it and its crew. It is not impracticable to run the "Mauretania" voyage after voyage at four-week intervals with the same crew. But in the case of the airship the time in port is reduced in proportion to the increased speed on the trip, and would be far too short to effect running repairs and to rest the crew. On the London-Paris air route, we believe, it is not found practicable or desirable to fly back the aeroplane leaving on a Monday before the following Friday, or even the Monday of the next week. The Transatlantic steamship service could be maintained at least for a time by means of one "Mauretania". The corresponding airship service could not, it is certain, be maintained for any time whatever by means of the ten airships indicated by our calculation. Four additional airships would absorb all the economy in the matter of power expenditure, but it may be doubted whether anything short of 100 per cent. reserve of craft and crew would be sufficient to meet the conditions. In the second place, the question of upkeep has to be considered. There are elements in this matter which it must be admitted are distinctly in favour of the airship. There is, for instance, the fact that the total airship carrying capacity need not be reduced, at any instant, for the purposes of drydocking by more than 10 per cent., whereas with the steamship service nothing less than the whole can be withdrawn. On the other hand, in the matter of engine upkeep, there can be no doubt on which side an overwhelming advantage lies. At present not more than 30 to 40 horse-power per cylinder can be developed in an aero-engine. The ten airships required to provide the equivalent of the passenger-carrying capacity of the "Mauretania" would thus have between them about 400 cylinders, at least 800 valves, 100 magnetos, and a corresponding multiplicity of fuel and water pumps, radiators, sparking plugs, &c. It must be admitted that by comparison the engines of the "Mauretania" are simplicity itself. Even to-day, in spite of the improvements that have been effected in the construction of aero-engines, the limit of running time between complete overhauls does not by much exceed 200 hours. Thus in the present state of development the engines of the airship service would require to be completely overhauled at the end of every second round trip. Actually, for the ten airships, the separate engine overhauls required would work out at the rate of about 1,300 per year. Another important item in the upkeep bill would be the replacement of the hydrogen lost on the voyage, an item against which we have nothing to put in the case of the steamship service. Taking the loss at as low a rate as 5 per cent. of the capacity per round trip, the annual replacement quantity required comes out at no less than 55 million cubic feet per year for the ten airships. There is thus indicated the provision of hydrogen generating plant capable of producing on the average 150,000 cubic feet per day.

Even from an outline analysis such as we have presented above features emerge which clearly suggest the need for the utmost caution before a definite opinion is formed as to the commercial prospects of the airships. Our analysis, we know, is very short of being complete, but so far as it goes it fails either to prove or disprove the case for such craft. Some will, no doubt, hold that the apparent economy of engine power and crew shown by the airship is of much more importance than the apparent lack of economy in upkeep. Others, probably, will heartily disagree with that view. For ourselves, we would urge that the question should be looked at as a whole, and apart from the free gift from the Government of the existing airships and material. Capital cost will have to be considered sooner or later if the service once established is to remain in force successfully. Then, too, we should consider the airship not solely as a passenger carrier, but also alternatively as a means of transporting goods. The question

of terminal charges should also be brought within the scope of the comparison. In these and other matters the advantage seems at times to be on the side of the airship and at times against it. At others it is next to impossible to form a sound judgment where it lies. Thus, in the matter of terminal charges, the several considerations rendered possible by the use of mooring masts seems to place the advantage with the airship. In the matter of the carriage of goods the reverse appears to be the case. Thus, even the "Mauretania"—a less commercially efficient vessel than the "Mauretania"—can carry 1,000 tons of goods, apart from her passengers' luggage. In the same proportion the R36 airship should carry nearly 30 tons of freight in addition to her passengers. Actually, when fully loaded with her fifty passengers, she cannot take anything beyond 24 tons of personal luggage. On the matter of capital cost we have no data to guide us, for all the airships so far constructed have been built more or less on an experimental basis. On a production basis we can only rely on estimates, and therefore introduce an additional element of uncertainty into our calculations. It may be added, however, that from inquiries we have made it would appear that in the matter of capital cost the balance of advantage would probably fall on the side of the airship service. Altogether, then, the commercial prospects of the airship are at present hard to determine, so hard, that we shall not be surprised if the allotted period goes past without the receipt by the Government of the offer it desires for its surplus airships and material.

## SHIPPING BOARD'S POLICY.

## FAIR TREATMENT OR RETALIATION.

Although as yet only partially revealed, the United States Shipping Board's policy to ensure fair treatment for American merchantmen is understood to rest on the proposition that other nations must give every proper opportunity to American ships, otherwise they run the risk of encountering the retaliatory measures which it is within the prerogative of the Board to impose under the new Shipping Act. There is every reason to believe that the American Government will stand fairly behind such a programme.

There is no disposition in Washington to regard the question of the transport of cotton from Alexandria as constituting a serious disagreement in itself, but there is a feeling that it will set a significant precedent.

## GENERAL NOTES.

A Melbourne telegram says it is reported that Commonwealth steamers will inaugurate a fast four-weekly service to India and Suez about the end of the year.

The Blue Funnel steamer "Eumaeus," which called at Jeddah on her way to Singapore from Liverpool brought back 1,003 pilgrims. Nine deaths and two births are reported among them.

The ex-railier "Moewe" renamed the "Green Brier," which is now a Liverpool fruit carrier trading to the West Indies has been in collision with and has sunk the Formby lightskip "Planet." The crew were picked up.

The Singapore Master Attendant reports that the wreck of the "Portland" lies in five fathoms in lat. 6 deg. 57 min. 45 sec. N. long. 99 deg. 32 min. 30 sec. E. The spot is being marked by a white cylindrical buoy with wreck painted on it in black letters.

Another point in favour of oil fuel has been scored by the Canadian Pacific liner "Empress of Britain." This ship has accomplished the quickest voyage out and home ever made in the Canadian shipping trade by completing the trip from Liverpool to Quebec and back in fifteen days, including time allowed for disembarking and embarking passengers at Quebec. This remarkable performance was made possible by the absence of coaling operations.

## A GOOD SUGGESTION.

TR Chamberlain's Tablets, when bilious or constipated. You are certain to be much pleased with them. They are easy to take and pleasant in effect. For sale by all Chemists and Storekeepers.

## DAIRY FARM NEWS.

## BUTTER

Our "DAISY" BUTTER at \$1.35 per lb. is the best imported butter from any part of the World. Its texture and keeping qualities cannot be excelled.

Our "DAIRYMAID" BUTTER at \$1.25 per lb.

is equivalent in quality to any other fresh butter sold by other Stores.

We deliver orders to any part of the Colony.

THE DAIRY FARM, ICE & COLD STORAGE Co., Ltd.

## "PHILIPS"



## POINTS FOR HONGKONG.

## THE PERIL TO FREE SPEECH.

For some time past the police have been waging a regular campaign against the Communist party, thereby giving them the one kind of advertisement that may redress them from insignificance. Recently the National Labour Press was prosecuted under the Emergency Powers Act of last year for appealing to the workers to repudiate their leaders and institute an unofficial strike in support of the miners. On the appeal to Quarter Sessions the Recorder pressed the point that the incriminated pamphlet called for action, and in delivering his considered judgment at an adjourned sitting of his Court the Recorder maintained this view in spite of counsel's very reasonable contention that the action contemplated is that of a strike. Now the right to "take part in a strike or person or persons to take part in a strike" is explicitly safeguarded in clause 2 (1) of the Act. The Act is indeed drawn on that very objectionable plan, which has become too common in modern legislation, of empowering the King in Council to make regulations under which its powers and penalties are to be applied. But it is expressly laid down that those regulations shall not make striking or peacefully persuading to strike an offence. We should have supposed to be the governing consideration in the particular case, but the Recorder thought otherwise and upheld the conviction accordingly.

The issue raised is, however, a larger one than the precise interpretation of the Emergency Powers Act. It must be taken, in conjunction with the campaign against the Communist propaganda, as evidence of the nature and value of the "liberty" of which we as a nation are accustomed to regard ourselves as in a special sense the champions. It is useless to disguise that the Communist prosecutions are essentially an attempt to put down opinion by force. The prosecution of the National Labour Press is an attempt to put down by force the advocacy of a course of action hitherto regarded as admittedly legal. Needless to say we hold no brief for the Communists, and no brief for unofficial strikes, or for any strikes that are not just-

ified by a paramount necessity. But the principle of liberty, the struggle for which runs through all English history, does not consist in vindicating freedom of expression for the principles that we like. Its "acid test" is freedom for the advocacy of principles that we dislike. We all want to be free to express our own opinions. But if we believe in liberty we are not less concerned that our opponents should be free to express their, to us objectionable, perhaps abhorrent, opinions. The freedom of truth is also the freedom of error. Let no one suppose that this is mere waste and loss, for it is only through the ventilation of all shades of opinion, erroneous as many of them will be, that truth is tested and finally set upon a firm and rational basis. Most errors contain some truth. Communism, for one, testifies to an ideal which has appealed to enthusiasts since the days of the early Christians onwards, though it is an ideal which most of us believe to be inapplicable to the actual needs of society, and to leave out of account other ideals of no less significance. These faults in Communism come out with greatest clearness when it is calmly and rationally discussed. They are utterly obscured when its propaganda is met with the bludgeon. You do not prove a man wrong in argument by knocking him on the head or putting him on to a plank bed. What you suggest rather is that you are afraid of his arguments and feel yourself incapable of meeting them with a reasoned reply. English people have become so orderly that a million men are on strike for three months without a symptom of serious lawlessness. Why have they become orderly? Because three generations of growing freedom have taught them that English law is the basis of liberty. Reverse this lesson, teach them that there is a law which will not allow some unpleasant opinions to be ventilated, some advice which the authorities dread to be tendered or discussed, and you begin to shake their trust. Let law once take a side and the law-abiding spirit is killed.—*Manchester Guardian*.

## TREATMENT FOR DYSENTERY.

CHAMBERLAIN'S Colic and Diarrhoea Remedy followed by a dose of castor oil will effectually cure the most stubborn cases of dysentery. It is especially good for summer diarrhoea in children. For sale by all Chemists and Storekeepers.

## BRINGING UP FATHER.

